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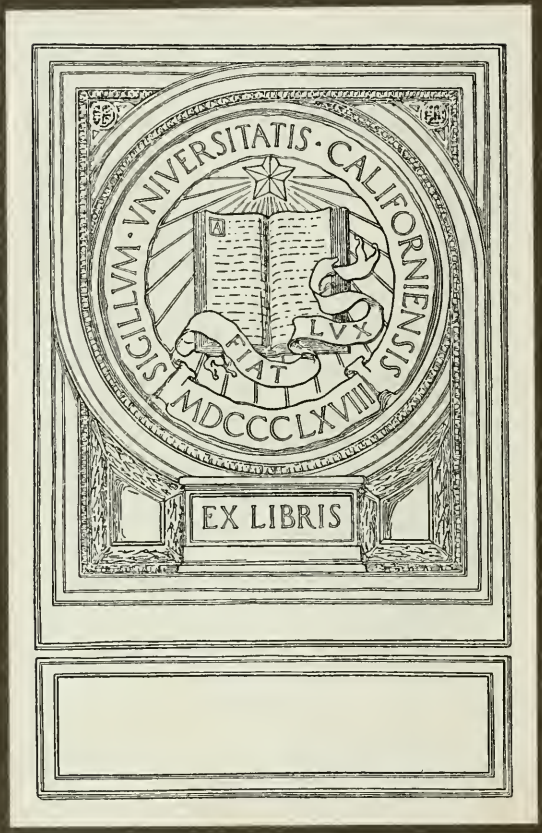
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THE WAR BUSINESS OF THE UNITED STATES

CHAPTER I

THE MUNITIONS TRADE

Let us state our case concisely at the start. Without the munitions of war which are being manufactured by American factories, Great Britain and her allies could not continue the conflict which has been devastating Europe for over a year and a half; without the use of American-made guns, projectiles and explosives Great Britain and her allies could not continue the business of slaughter. Hair-spun definitions of neutrality can find no place in this statement of fact; the subterfuges of diplomatic language can no longer gloss over these plain truths. American manufacturers are not only furnishing the sinews of war, they are actually providing the implements and tools whereby Great Britain's enemies are being daily done to death. The killing is done with American missiles; without these missiles the killing would cease to continue on a scale that horrifies every honest thinking man and woman. This is the fact—uncontrovertible, indubitable. Let him deny it who may. Such an apologist must be impervious to reason, blind to daily events, case-hardened to plain right and wrong.

But it is not to prove only this fact that the following pages have been compiled. That needs not this exposition, although the extent of the "war business" detailed in this volume will astound every American citizen who has not devoted himself to a study of the subject. There is an aspect of this that deserves our profoundest consideration—namely, that despite the huge extent of the traffic, now totalling billions annually, our own American interests are suffering grievous wrongs, wrongs that may prove irreparable, unless we, the citizens of America, now take decided stand, take advantage of the situation that has arisen, and see to it that these wrongs are righted before the day arrives when it will be too late.

At the present time Great Britain is "mobilizing" the American securities held by subjects of George the Fifth. Within a few months Great Britain proposes to "dump" on the American market more than two billion dollars' worth of railroad stocks and bonds, and at least another two billion dollars' worth of industrial, Governmental, State and municipal securities. Her purpose is simple. She has borrowed half a billion dollars from American banks, trust companies and life insurance companies. But she is still hugely in debt to Americans for purchases of powder, shot, shell, shrapnel, cordite, picric acid, trinitro-toluol, automobiles, aeroplanes, submarines, cannon, rifles, and other and manifold implements of war. She and her allies are not equipped to meet their own needs. She and her allies are getting these things here. So she and her allies, in order to pay for these weapons, are going to flood the

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American security market; they are going to depress and embarrass all our peaceful industries—as Great Britain has already done deadly harm to our cotton trade—in order to pay for these things which can serve no other purpose than to kill.

Meanwhile, she has already wrought injury on our peaceful commerce with neutral European nations, blocked American merchants in their efforts to sell non-contraband of war, and made American business men subservient tools, even though they be unwilling ones, of her designs. Women and children, old men and boys of tender years, are to-day suffering a shortage in bread because Great Britain blocks all American efforts to send them the grain which they want, and which they are able and willing to pay for. Swedish, Danish, Norwegian and Dutch manufacturers are unable to obtain the cotton and wool they need from America, the rubber, the oil, the copper required for their purely domestic needs, because Great Britain forbids it. *She arrogates to herself the right to prevent American shipments from reaching their destination; but she does not hesitate to aid her own merchants to sell to these neutrals goods purchased in a depressed American market and sold at inflated prices to these nations that are clamoring for them.* Great Britain proposes, therefore, in exchange for our aid in prosecuting the war, to hurt every peaceful American business. Our trade in war goods may amount to billions—*but it is a purely temporary trade, and can never compensate for the other billions we are losing permanently* in the disruption of our ordinary, every day, permanent trade. Our domestic concerns, by her proposed action in flooding our markets with securities, will be disastrously disarranged. Our foreign peaceful trade faces irreparable ruin.

Shall we tamely endure this? Are we supine and decadent? We have within our power the means to assert our sovereign rights as a great nation. Is this day and generation, swept off its feet by a temporary prosperity, dazed by the huge gains in "war bride" stocks, dull to ethics and blind to the future, to bow the knee to George the Fifth? We had nothing in 1776, and yet we made America a name that stood for freedom, uprightness and victory. In 1916, one hundred and forty years later, we have everything. Are we to lose all that we have gained and won?

When the great war broke out in August, 1914, Woodrow Wilson, the twenty-eighth president of the United States, addressed to his fellow countrymen an appeal for the preservation of absolute neutrality, in the course of which he said:

"We must be impartial in thought as well as in action. We must put a curb on our sentiments as well as upon every transaction that might be construed as a preference of one party in the struggle before another."

The following chapters detail how seriously a certain portion of our citizens has accepted the warning issued by President Wilson.

In the early days of the war Mr. Wilson's appeal was translated by the man on the street into the rather simple slang phrase that it was our duty to "mind our own business." Events have given this phrase a significance that is grimly sardonic. A certain portion of our people have minded their own business—very much to their profit. The figures of our export trade for the fiscal year ending in June, 1915, prove that. Our manufacturers minded their own business so well that in the month of December, 1915, the exports of the United States passed all records for any country. Our total foreign business is now valued at more than $5,000,000,000. New York is to-day the greatest export-

ing port in the world. New York has very nearly become the financial center of the world. So great a gain cannot but be achieved at the expense of the rest of the world. What does it mean? How has it come about?

The great increase in our foreign trade is due altogether to the fact that in manufactures for which previously we have had a small market in Europe we have to-day markets valued literally in the billions. We have given every aid and assistance in the matter of tools of death to the foes of Germany and Austria. We may be neutral in spirit, but in practice, fact and money the records show otherwise. Take, for instance, the following figures:

In 1914 we exported $4,780,000 worth of horses and mules.
In 1915 we exported $76,772,000 worth of horses and mules.
In 1914 we exported $7,472,000 worth of brass.
In 1915 we exported $20,544,000 worth of brass.
In 1914 we exported $33,198,000 worth of automobiles.
In 1915 we exported $68,107,000 worth of automobiles.
In 1914 we exported $6,272,000 worth of explosives.
In 1915 we exported $41,476,000 worth of explosives.
In 1914 we exported $3,442,000 worth of firearms.
In 1915 we exported $9,474,000 worth of firearms.
In 1914 we exported $98,000 worth of horseshoes.
In 1915 we exported $2,001,000 worth of horseshoes.
In 1914 we exported $7,839,000 worth of wire.
In 1915 we exported $14,365,000 worth of wire.
In 1914 we exported $786,000 worth of saddles.
In 1915 we exported $17,460,000 worth of saddles.

On the other hand these figures:

In 1914 we exported $610,475,000 worth of cotton (raw).
In 1915 we exported $376,217,000 worth of cotton (raw).
In 1914 we exported $103,179,000 worth of wood and articles manufactured from wood.
In 1915 we exported $49,943,000 worth of wood and articles manufactured from wood.

Compare the nature of the items in these two lists. If anything is needed to prove that our great increase in trade, these figures prove, without a doubt, that the thought, skill, industry and energy of a large portion of the American people have for the last sixteen months been directed into creating the instruments of slaughter. Our sales of products and the raw materials for peace industry to Great Britain and her allies have not increased. We have made our great commercial gains purely at the expense of Germany and her allies. This may be neutrality and impartiality, but if it be, the word has acquired within the last sixteen months a meaning which is to be found in no dictionary.

Great Britain, however, has been the real gainer. She has bought millions of dollars' worth of horses, millions of dollars' worth of dynamite, cordite, picric acid, explosives of all kinds, shot, shell, shrapnel and hand-bombs. She has bought aeroplanes. A recent contract calling for the delivery to her of sixty a month. She has even purchased submarines which were designed in American factories, whose parts were built in American factories and then shipped in sections to Canada, where all that was necessary to be done was to rivet these parts together in order to have the complete torpedo carrier. For months her force in France was comparatively inactive until it could be equipped with arms and clothing made in the United States. The food these men eat is imported from America. The shoes on their feet, the clothing that

covers their bodies, the cartridges which they insert in their rifles, the shells which go into their guns—all these come from the United States.

And yet, why should the United States aid Great Britain? A review of our history will make our present course of action less comprehensible than ever. The United States first appeared as a nation because the thirteen colonies revolted against the tyranny of England.

A generation later we again took up arms against England because she refused to consider American commerce as worthy of respect except upon our inland waterways. In fact, she did not even respect those waterways, since a yacht upon which was sailing the Vice-President of the United States, was fired upon by a British frigate well up the Potomac River. Her exactions became intolerable, so in 1812 we again took up arms against the British King, and again we fought him until he was compelled to acknowledge that there were limits to his arrogance.

Great Britain has never been a friend of the United States. In fact, she has pursued in regard to the United States her age-old policy of trying to sneak, to steal or to bluff things away from the United States. She is our great and good friend to-day, because she wants to get something out of us, *but even to-day she does not hesitate when the opportunity arises to show her real feeling.*

Here are some of the things for which we aid Great Britain:

The trade statistics for 1915 show that *a full half of our foreign cotton trade has been cut off.* How and why? In the first place, even before cotton was declared contraband in the war, Great Britain through various ways prevented the exportation of cotton to our customers, Germany and Austria, who had hitherto taken more than one-third of our crop. Although cotton was declared by the Declaration of London to be free, Great Britain did not hesitate to make it contraband. She has even *blocked our exports to the neutral countries* of Europe, declaring that if they buy more cotton from us in 1915 than in 1913 the excess is going to Germany. She has created one of the most remarkable paper blockades in history and then interposes her tyrannical sea power to make it illegally effective. She prevents us sending more than so many thousand bales of cotton to Sweden, because Sweden in 1913 did not import more than that amount. *Nevertheless, British importers buy up great quantities of our cotton and sell it to markets in which we are forbidden to trade.* This same rule applies to breadstuffs and foodstuffs.

American ships entered under American registry, flying the American flag, with American crews, carrying American-grown products exported by American commercial houses, are seized upon the high seas and brought into the British or French Admiralty Courts and held as prizes. An effort is made to justify these high-handed proceedings by technical doubts as to the original ownership, or some other matter. American ships traveling between various nations and ports of neutral South American countries have been seized upon the high seas by British cruisers, and then under the Order in Council, November 20, 1915, confiscated by the British Government and held as prizes of war. American vessels bound from one American port to another have suffered the same fate, and in the case of the Hocking the British prize crew hauled down the Stars and Stripes and raised the Union Jack instead.

Our peaceful commerce has been practically killed. In certain products we have been prohibited from selling non-contraband of war to one group of belligerents. Our ships have been seized, our flag treated with scorn and

contempt. Our dignity as a nation ignored, our honor as a people besmirched.

Why should we submit longer? We demand the right of uninterrupted trade in articles which are non-contraband of war until ports are legally blockaded in the sense of the form in which international law demands.

In his note of October 26, 1915, Secretary of State Lansing declared emphatically "that no blockading of German ports existed, either actually or technically."

If that be so, why can we not send to those ports the goods which those ports need, which we have to sell to them, and which do not fall within those classifications which the belligerents have agreed to call contraband? We demand the free and untrammeled privilege of selling, *and we have in our own hands the means whereby we can compel Great Britain to remove the intolerable barriers which she has placed in our way.*

Great Britain is absolutely at our mercy to-day. Never in our history has she been so completely dependent upon us. Not only is she dependent for explosives, but for the raw materials which go into the making of explosives, for a large portion of her food and for great quantities of the modern substitute for money—credit. She is as has never been any other nation—a debtor nation to the United States. Her very existence could be imperiled were we to say "remove these restrictions upon our legitimate commerce or else suffer the loss yourself of this illegitimate commerce in the tools of death."

In the face of this emergency Great Britain would not hesitate one minute. She would have to yield. Fighting for her life, Great Britain's very existence would compel her for once in her history to cease her dominance of the seas.

As American citizens of absolutely impartial spirit, we demand fair play. We call upon Congress to insist that definite and decisive action be taken whereby our trade in foodstuffs and breadstuffs with all the nations of the world be unrestricted. We demand that since the seas are the only means of carrying on trade between the various nations of the earth, and since Great Britain has prevented our carrying on our commerce with foreign countries, we must use the powers at our command, use the weapons which Great Britain's need has given us, use these very tools of death. We shall be permitted to sell where and to whom we will articles which under no law can be conceived as improper in their sale.

Now is the time for the rights and privileges of the American people under the laws of God and man to be asserted. *Our motto is America first, last and all the time, and in the spirit of our fathers we insist that petty selfish considerations guided by cowardice and servility shall no longer dictate and govern the course of this country.*

How powerful is the weapon which Great Britain's needs have placed in our hands may be judged by the following chapters, which do not aim at a thorough and exhaustive estimate of American war business. But imperfect as they are, they show clearly what may be done.

CHAPTER II

EXTENT OF BUSINESS

With the arrival in this country of David A. Thomas last May, the Welsh coal magnate who had been designated by the Minister of Munitions, David Lloyd-George, as the official munition agent of Great Britain in the United States, the manufacture and delivery of arms and ammunition for the British Allies was put upon a systematic basis. Mr. Thomas, it was said, found his chief duty in speeding up and increasing the output of supplies. A tremendous propaganda had already been inaugurated to induce manufacturers throughout the United States to engage in the making of instruments of war. British agents were canvassing the country trying to persuade the owners of peaceful industry to turn their factories into munition concerns for the use of Great Britain, and capital was being offered to finance concerns providing speedy deliveries could be guaranteed.

The Toledo Chamber of Commerce, for example, sent out an announcement to Ohio manufacturers to the effect that it had secured full information as to the needs of the Allies and the means of equipping plants to meet war orders.

"Information regarding inquiries for war material may be had at the Toledo Commerce Club," reported the Toledo *Blade* of June 14, 1915. "The club has received a large amount of data concerning what is wanted by the countries at war and at the request of agents, ostensibly representing Canadian concerns. Secretary George E. Hardy, of the Commerce Club, will transmit this information to such Toledo concerns as are interested. Toledo concerns desiring orders for drop forgings, brass and copper rods and bars, die castings and all classes of screw machine work, are requested to communicate with Hardy immediately."

The American Machinist offered to send, with a year's subscription to the magazine, a book adequately informing any manufacturer how to equip a plant for the manufacture of shrapnel. This instance alone gave significant insight into the scope of this hideous industry.

Partly because of the secrecy observed by manufacturers and partly because of the tendency to duplicate the details and exaggerate the known facts, it is very difficult to estimate the amount of munition contracts placed in the United States. Some authorities place the figure at more than $2,500,000,000.

According to the *Exporters' Review,* some of the larger contracts placed were:

Bethlehem Steel Corporation, $150,000,000.
Westinghouse Electric and Manufacturing Company, $60,000,000.
American Locomotive Company, $34,000,000.
Westinghouse Air Brake Company, $18,000,000.
New York Air Brake Company, $17,000,000.
Studebaker Corporation, $17,000,000.
Bridgeport Arms Company, $168,000,000.
General Electric Company, $100,000,000.

The export of firearms and explosives from the port of New York alone, according to figures supplied by Customs House officials, exceeds $5,000,000 a

month. When it is considered that this represents only a small part of the shipments from the United States, shipments being made from other ports and to Canada, some idea may be gained of the colossal extent of the business whose purpose is to spread death and untold suffering among human beings. The greater proportion of war supplies, especially high explosives, are sent to Canada, whence they are sent on British bottoms to England. Excepting the boats of the American line, hardly a passenger ship has left New York for the past year without carrying cargoes of guns, shells and explosive material.

The injustice of lending the powerful armament facilities of this entire nation to the Allies, under these circumstances, should be apparent to every sincerely neutral, right-thinking American citizen.

Consider the following: During the Battle of Neuve Chapelle, in the month of March, 1915, as much ammunition was expended by the British Allies as was used during the entire two years and nine months of the Boer War, according to a statement made in the House of Commons by David Lloyd-George. An American correspondent, who visited the scene some weeks after the battle, declared that the field was practically "cobbled with skulls." A military expert is quoted as saying that the guns used at Neuve Chapelle could dispose of 1,000 rounds a day, and that the entire line of the Allies in that particular fight used no less than 100,000 rounds a day. According to this expert, two shots of every 100 make a hit, and the side which can score three hits out of 100 will probably win in the conflict. On this estimate, the discharge of the Allies would daily kill 2,000. It is not improbable that a great portion of the ammunition used by the British Allies in that battle was obtained from American manufacturers. To-day the Allies are fighting their battles with American shells. To what extent this country, *allegedly friendly and neutral,* is accessory to the killing is obvious.

The extent of this trade may be judged by an estimate from another angle. One may gain a fair idea of this by comparing the exports of war material during the first nine months of the war (figures of official value for recent months are not yet available, but examination of port manifests in the New York Customs House indicates that the gain has steadily grown greater, until this traffic is to-day of truly monstrous proportions) with similar shipments from the United States during an equal period the year before the war began.

From August 1, 1913, to April 30, 1914, the explosives exported from the United States amounted in value to $4,700,000. During nine months of the war, from August 1, 1914, to April 30, 1915, the explosives shipped to the Allies amounted to $21,000,000. This shows an increase in explosives alone of $16,300,000. From August 1, 1913, to April 30, 1914, there is no listing whatever for exports of machinery for the manufacture of guns and ammunition. During the first nine months of the war, the exports from the United States of machinery for manufacturing arms and ammunition were valued at $15,000,000 and the exports of manufactured firearms at $6,000.000.

A significant phase of the war trade is found in the shipment of horses and mules for use on the fields of battle. Western horse breeders have become alarmed by the dearth of horses in the United States because of the tremendous shipments abroad.

From August 1, 1913, to April 30, 1914, the United States sold to Europe horses and mules valued at $2,200,000. During nine months of the war the horses and mules sold by American breeders to the British Allies amounted in value to $55,000,000. During the first four months of the war the United

States exported to the Allies 75,000 horses. The life of a horse in service at the front is estimated from three to ten days. During the first seven months of the war 30,000,000 horses were used. The increase in the export of horses during the first nine months of the war over a similar period of the year previous amounts to $52,800,000.

According to figures furnished by the Bureau of Foreign and Domestic Commerce, the exportation during the first nine months of the war of arms and articles that go to the manufacture of munition from the United States total to the sum of $331,504,000. Some idea as to how the exports are leaping may be gained from a comparison of monthly shipments.

The export of war material for the month of January, 1915, amounted to $8,357,820. It may be assumed that this was about the time that the export comparatively commenced. During the month of March the value of war supplies shipped from the port of New York alone to the Allies totalled $10,-287,000. The serious shortage of ammunition of the French, British and Russian armies caused their agents to spur manufacturers in this country to indefatigable efforts in accelerating the manufacture of munitions, especially of explosives. The increase in this prolific manufacture of tools of death may be gauged by the export of war supplies during the month of April, which amounted to about $30,000,000.

It must be borne in mind that the United States is the only great neutral country furnishing arms and ammunition to the British Allies. The injustice and violation of neutrality in this traffic may be gleaned by figures supplied in the monthly summary of the *Foreign Commerce of the United States,* which compares the statistics of exports from United States ports during the ten months of the war ending with April with the figures of a similar period in the year previous.

The shipments of war munitions, clothing and other supplies in ten months to Great Britain were more than $204,000,000 above those of the period ending April, 1914. These shipments totalled $724,941,561. The exports of April alone were $94,318,789, as against $36,528,403 for the same month the previous year.

The shipments to France during ten months of the war ending with April reached $276,576,310, against $143,289,073 of the same time the previous year, showing an excess of over $133,287,000. The exports to France during the month of April amounted to $51,688,836, against the previous April's export of $8,776,745.

The shipments to Russia sent by the way of Europe and by the Vladivostok route amounted during the ten months ending with April to $35,221,521. The shipments by the Vladivostok route during ten months ending April, 1914, amounted to $1,120,896. The shipments by this route ending April, 1915, amounted to $18,379,891. *The increase of over* $17,000,000 *may be taken without question to represent almost exclusively munitions of war.*

The export of cartridges during ten months of war increased from $3,023,-315 for 1914 to $12,218,744 for 1915. There was a vast increase in the export of gunpowder. The export of firearms during the war increased to nearly $5,000,000. The metal working machinery, exported mostly to be used in the making of shells and arms, was valued at $20,664,839, double the figure of exported machinery in the same period of a year previous. *It is interesting to note in this connection that the trade in agricultural implements declined from* $28,094,000 *of a year before to little more than* $7,500,000. While

Europe has given up the cultivation of the earth and peaceful industry, she has taken industriously to the manufacturing of shells and shrapnel, even by machinery furnished from America.

The figures furnished by the Bureau of Foreign and Domestic Commerce for the first nine months of the war show an increase of exportations to the warring European countries of $635,000,000, with an increase in the export of munitions of war and articles that go to their manufacture alone of $331,504,000.

Roughly, this summary covers the birth and full development of the "war business." Its extent has grown daily. To-day, the British Allies are almost altogether dependent for their munitions—either in the form of raw materials or manufactured articles—on the United States.

Able to force Great Britain to cease her interference with our commerce, to stop rifling United States mails—a crime against the fundamental law of nations—have we the courage or the wit to do it?

A PARTIAL LIST OF AMERICAN CONCERNS ENGAGED IN THE MANUFACTURE OF MUNITIONS OF WAR, TAKEN FROM THE *EXPORTERS' REVIEW*. MANY OF THESE CONCERNS HAVE GIVEN UP PEACEFUL INDUSTRY FOR THE MAKING OF THE TOOLS OF DEATH:

Aetna Explosives Co.—Powder.
Allis-Chalmers Co., Milwaukee, Wis.—Shrapnel.
Aluminum Co. of America—Periscope tubing.
American Arms Fuse Co.—Time fuses.
American Brake Shoe Co.—Shrapnel.
American Brass Co.. Kenosha, Wis.—Shrapnel.
American Locomotive Co.—Locomotives, shrapnel, etc.
American Powder Works Co., Boston, Mass.—Shrapnel.
American Rolling Mill Co., Middletown, Ohio—Billets and forgings.
American Steam Gauge & Valve Co., Roxbury, Mass.—Fuse heads.
American Tube & Stamping Co., Bridgeport, Conn.—Shrapnel.
Atlas Powder Co.—Explosives.
Auto Parts Mfg. Co., Detroit, Mich.—Shrapnel.
Baird Machine Co., Bridgeport, Conn.—Shrapnel presses.
Baldwin Locomotive Co.—Locomotives, rifle lathes, and shells.
Baltimore Tube Co., Baltimore, Md.—Shell parts.
Barney & Smith Car Co., Dayton, Ohio—Shrapnel.
Bethlehem Steel Co., Bethlehem, Pa.—Shells.
Blake & Johnson Co., Waterbury, Conn.—Shrapnel.
Bliss, E. W. Co., Brooklyn, N. Y.—Shells.
Bridgeport Arms Co., Bridgeport, Conn.—Small arms.
Bridgeport Projectile Co., Bridgeport, Conn.—Shells.
Bridgeport White Metals Casting Co.—Shrapnel.
Brown & Sharpe Co., Providence, R. I.—Lathes and fuses.
Buckeye Machinery Co., Calgary, Alberta—Shells.
Builders' Iron Foundry Co., Providence, R. I.—Rifles.
Bullard Machine Co., Bridgeport, Conn.—Shrapnel presses.
Calgary Iron Works, Calgary, Alberta—Shells.
Canadian Car & Foundry Co.—Railroad cars, shrapnel.
Canadian Locomotive Co.—Locomotives and shrapnel.
Chicago Pneumatic Tool Co.—Shrapnel.
Colt Firearms Co., Hartford, Conn.—Rapid-fire guns.
Consolidated Mfg. Co., Toledo, Ohio—Shrapnel.
Corbin Screw Corporation, New Britain, Conn.—Shrapnel.
Crocker-Wheeler Co., Ampere, N. J.—Shrapnel.
Cushman Chuck Co., Hartford, Conn.—Shrapnel tools.
Davidson Chemical Co., Baltimore, Md.—Sulphuric acid.
Dayton Mfg. Co., Dayton, Ohio—Shrapnel.
Draper Co., Hopedale, Mass.—Shrapnel.
Du Pont Powder Co., Wilmington, Del.—Powder.
East Jersey Pipe Co., Paterson, N. J.—Shells.
Farrell Foundry & Machine Co., Waterbury, Conn.—Shrapnel presses.
Federal Pressed Steel Co., Milwaukee, Wis.—Shrapnel.
Ferrachute Machine Co., Bridgeton, N. J.—Shrapnel presses.
Firth-Sterling Steel Co., McKeesport, Pa.—Shrapnel shells.
General Electric Co.—Cartridges and rifles.

General Ordnance Co.—Shells and guns.
Globe Malleable Iron Co., Syracuse, N. Y.—Bayonets.
Heppenstall Forge & Knife Co.—Shrapnel.
Hercules Powder Co.—Explosives.
Hopkins & Allen Arms Co., Norwich, Conn.—Rifles.
Horatio Hickok Co., Burlington, Vt.—Shrapnel.
Hydraulic Pressed Steel Co., Cleveland, Ohio—Shrapnel.
King Powder Co., King's Mills, Ohio—Shrapnel.
Lackawanna Steel Co.—Shrapnel and rails.
Lauzon Engineering Co., Levis, Quebec—Shrapnel.
Lavigne Manufacturing Co., Detroit, Mich.—Shrapnel.
Meade, Morrison Co., Boston, Mass.—Shrapnel.
Michigan Brass & Copper Co., Detroit, Mich.—Shrapnel.
Mott, J. L., Co., Trenton, N. J.—Fuse heads.
National Acme Mfg. Co., Cleveland, Ohio—Fuses.
National Conduit & Cable Co.—Shells.
National Tube Co., McKeesport, Pa.—Shells.
New Britain Machine Co., New Britain, Conn.—Fuses.
New York Air Brake Co.—Shrapnel.
Nitro-Poual Co., Manor, Pa.—Explosives.
Nixon Nitration Co.—Powder.
Northern Electric Co., Montreal, Canada—Shrapnel.
Nova Scotia Steel Co.—Shrapnel and freight cars.
Nova Scotia Steel & Coal Co.—Shells.
Nuttal, R. D., Co.—Shrapnel.
Oil Well Supply Co.—Shrapnel.
Owensboro Wagon Co., Owensboro, Ky.—Rifles.
Page & Storms Drop Forge Co., Chicopee, Mass.—Shrapnel.
Patch, F. R., Mfg. Co., Rutland, Vt.—Shrapnel.
Pittsburgh Crucible Steel Co.—Steel rounds.
Platt Iron Works, Dayton, Ohio, and Brownell Co., jointly—Shrapnel.
Poole Engineering & Machine Co., Woodberry, Md.—Shrapnel shells.
Poole Engineering Co., Baltimore, Md.—Shells and parts.
Pope Manufacturing Co., Westfield, Mass.—Shrapnel.
Potter & Johnson, Pawtucket, R. I.—Shrapnel presses.
Railway Steel Spring Co.—Shrapnel.
Recording & Computing Machine Co., Dayton, Ohio—Shrapnel.
Remington Arms-Union Metallic Cartridge Co., Bridgeport, Conn.—Small arms and cartridges.
Rhode Island Locomotive Works—Fuse heads.
Richmond Forgings Co., Richmond, Va.—Shell parts.
Robin Hood Ammunition Co., Swanton, Vt.—Shrapnel.
Savage Arms Co.—Rifles.
Scoville Mfg. Co., Waterbury, Conn.—Shells.
Sellers, William, Co., Philadelphia, Pa.—Shrapnel presses.
Smith & Wesson Co., Hartford, Conn.—Small arms.
Steel & Radiation Co., Toronto, Ont.—Shrapnel.
Toledo Bridge & Crane Co., Toledo, Ohio—Shrapnel and cartridge cases.
Union Switch & Signal Co.—Shrapnel shells.
Union Twist Drill Co., Athol, Mass.—Rifles.
United Lead Co., New York—Shrapnel.
Vermont Farm Machine Co., Bellows Falls, Vt.—Shrapnel.
Wallace-Barnes Co., Bristol, Conn.—Shrapnel.
Warner & Swazey, Cleveland, Ohio—Shrapnel and lathes.
Watson-Stillman Co., Aldene, N. J.—Shrapnel presses.
Westinghouse Electric & Mfg. Co., Pittsburgh, Pa.—Rifles.
Windsor Machine Co., Windsor, Vt.—Fuses.
Worcester Mfg. Co., Worcester, Mass.—Shell parts and shrapnel.
Yale & Towne Mfg. Co., The, N. Y. City—Shrapnel.

THESE FIRMS ARE FREE FROM BLOOD GUILT!

The National Cash Register Co., of Dayton, Ohio, whose model plant is an expression of the thorough intelligence of this great organization.

The Empire Art Metal Co., College Point, N. Y. Refused order for gun barrels and shrapnel shells at the beginning of the war and recently refused two orders for munitions valued at $1,000,000. John W. Rapp, president of the company, declared that the acceptance of these orders would be participating in the slaughter of men on the battlefields of Europe. "I am in the productive business," Mr. Rapp said. "I refused to make anything that is destructive. Blood money is the worst kind that could be handled, and I refuse to participate in the slaughter of so many men in Europe by the things manufactured here."

Excelsior Tool & Machinery Co., St. Louis, Mo. Refused to submit bids for a $600,000 order to manufacture machinery for making cartridges for England. Theo. F. Philippi, president of the Excelsior Co., declared that for moral reasons American manufacturers should refuse such orders. He believes a united effort to keep munitions of war from being sold to Europe would tend to bring peace much sooner than now is expected. "Our success has been in building machinery to uplift the human race, not to destroy it," wrote Philippi in answering the request for proposals. "We do not want your ammunition war orders. We need work but are not greedy enough to convert human blood into dollars by furnishing such material to any of the armies now at war. I do not see how a Christian could profess to observe his religious beliefs if he considered such war contracts."

Heller Forge Works, East St. Louis. Refused order for shrapnel casings for the French artillery. George E. Heller, the proprietor, declared that his shop would not manufacture war material for any European country.

Aldrich Manufacturing Co., Buffalo, N. Y. Contending that the manufacture of munitions of war by an American firm for foreign warring nations is a direct violation of the principles of neutrality, the Aldrich Manufacturing Co. refused to accept an order from representatives of the Allies for 300,000,000 brass shells, which would cost $5,000,000. One-fourth of the contract price would have been paid in cash immediately. "I'll not help prolong the war," said L. A. Aldrich, president of the concern, to a British agent.

Essex Novelty Co., Berkley Heights, N. J. Refused order for war ammunitions for the French government. The Essex Co. manufactures fireworks and the order was for detonating caps. M. M. Adeler, a director of the company, said that the members of the concern did not believe in war and decided to refuse all orders for war supplies.

United Engineering & Foundry Co., Pittsburgh, Pa. I. W. Frank, president of the company, laid large orders of ammunition before the directors and all voted to refuse orders which might prolong the European war.

Commonwealth Steel Co., Granite City, Ill., is said to have rejected large orders for ammunition from the belligerents for moral reasons.

Herring-Hall-Marvin Safe Co. refused to manufacture shells for the belligerents. This company employs many skilled German laborers, out of consideration for whom the directors of the company decided not to manufacture missiles meant for the destruction of their countrymen.

Ford Motor Works, the largest automobile concern in America, flatly refused to have anything to do with munitions contracts.

OLD AND NEW VERSIONS

By Phillips Brooks

O little town of Bethlehem!
  How still we see thee lie;
Above thy deep and dreamless sleep
  The silent stars go by;
Yet in thy dark streets shineth
  The everlasting Light;
The hopes and fears of all the years
  Are met in thee to-night.

For Christ is born of Mary,
  And gathered all above,
While mortals sleep, the angels keep
  Their watch of wondering love.
O morning stars, together
  Proclaim the holy birth!
And praises sing to God the King,
  And peace to men on earth.

How silently, how silently,
  The wondrous gift is given!
So God imparts to human hearts
  The blessings of his heaven.
No ear may hear his coming,
  But in this world of sin,
Where meek souls will receive him still,
  The dear Christ enters in.

O holy Child of Bethlehem!
  Descend to us, we pray;
Cast out our sin, and enter in,
  Be born in us to-day.
We hear the Christmas angels
  The great glad tidings tell;
Oh come to us, abide with us,
  Our Lord Emmanuel!

By William Bayard Hale

O little town of Bethlehem!
  How ill we see thee lie;
'Bove thy red moil and sleepless toil
  The shamèd stars pass by;
For from thy dark streets spreadeth
  An everlasting blight,
And heart-shed tears of dreadful years
  Flow forth from thee to-night.

For death is born within thy walls,
  And, gathered all above,
While "Christians" sleep, the angels keep
  Their watch of anguished love.
O morning stars, together,
  Bewail the ghastly birth
That insult flings on him who sings
  Of peace to men on earth!

How shamefully, how blamefully
  The bloody gift is given;
The furnace glows to slay no foes
  Who have against us striven;
We forge the horrid weapons
  'Gainst men who've done no wrong
To us; they bleed just for our greed—
  The free, the brave, the strong!

O holy Child of Bethlehem!
  Descend again to earth;
Redeem the name, blot out the shame
  Of Bethlehem's unworth;
Help us resolve, a nation,
  Throughout this peaceful land,
War must its cursed and bitter worst
  Without our aiding hand!

CHAPTER III

THE FACTORIES OF THE WORLD WAR

Exports of war materials from the port of New York, according to figures compiled by the National City Bank, for the month of December, 1915, amounted to between $2,500,000 and $3,000,000 for each calendar day, a rate that had been maintained for four months, or a total of $360,000,000 for September, October, November and December, 1915. These figures were only known material, a considerable quantity is still exported under misleading titles. Inasmuch as manufacturers of war supplies are generally averse to any public notice of their present business, it is impossible, even remotely, to estimate the extent of all the orders so far placed. Certain specific instances of large contracts may afford some idea of the enormous extent of the industry of social disintegration and world destruction which has sprung into being in America.

In order to fill their contracts corporations are investing hundreds of millions of dollars in plants and equipment for the making of war material. The investment in buildings alone in which guns and explosive shells are to be made is incalculable. To what will these industries devote themselves when the European War is over? Will the shell-and-gun-making machinery, costing millions of dollars, cease to operate? Will the capital thus invested be permitted to lie idle and cease to bring profit? Will punctilious scruples prevent the manufacturers from maintaining a war lobby in Washington? Will principles of humanity withhold them from sending agents to the mercurial republics in South America to foment revolutions? *A war between the United States and Japan would keep the wheels of their industry running.*

The continuance and development of this mighty business in the machinery of war is a menace—and one of the most formidable in all history—to the future peace and weal of the races of mankind.

In the columns of certain newspapers throughout the United States may be constantly found editorials on the prosperity brought by America's industry in munitions of war. These same papers have been conspicuous in their bias toward the British Allies and their unconcealed bitter prejudice against Germany. Many of these papers have editorially advocated war. The people of America cannot have been misled or influenced by these tales of ill-gained prosperity.

All Americans know that a group of comparatively few men profit by war contracts. *Americans know, too, that Great Britain's holding up of our trade with foreign nations outweighs any prosperity that may come from this hideous traffic.* The working people of America feel the economic pinch of war, and although Mr. Charles Schwab's pockets may swell with blood-stained gold, we do not believe that any false gratification blinds the vast body of right-thinking Americans to the criminal immorality of this traffic, or to the awful tragedy of the battlefields of Europe in which this nation by supplying arms partakes.

The Philadelphia *Evening Ledger,* commenting on this, said:

"The 'war boom' has hit Pennsylvania like a tidal wave. Every day some new firm announces great orders for munitions that mean employment for thousands. This gun company has a million rifles to make; that one 1,500 big gun parts. *A corporation making steel cars in times of peace is getting*

ready to turn out shells for 6-inch guns; another that builds locomotives is adding shrapnel to its products. The sharpest example is in Chester. There 23,000 workmen are to be taken on to fill orders for arms and ammunition in the Eddystone plant of the Baldwin Locomotive Company. This 'boom' condition is expected to last two years, according to present orders; and it is reflected in the real estate field by plans for 2,000 new homes made necessary for this small army."

Probably the largest order for war supplies in this country has been placed with the Bethlehem Steel Corporation. The ammunition and ordnance contracts given by Lord Kitchener to Mr. Schwab are said to have exceeded $150,000,000. One order was for 1,000,000 lyddite shells. These deadly missiles are being delivered, it is said, at the rate of 4,000 a day.

A test made by Capt. Scott, a British ordnance officer, illustrates the destructive power of this new style of shell. A single shell was projected into a field a mile and a half distant, in which seven cows were scattered over an area of about an acre. Every cow was killed by the explosion. So powerful is the explosive that the crucible steel shell does not burst into fragments, but into tiny bits which carry death to everything within one hundred yards of the bursting point.

The Bethlehem Steel Company is said to be turning out 85,000 shells a day. Of these 35,000 are shrapnel shells and 50,000 one-pounders. All the one-pounders are being made at the Bethlehem plant, besides about 12,000 shrapnel shells a day. The shrapnel output has recently been increased from 35,000 shells daily to 50,000, and the output of 38,000 is being turned out by sub-contractors, the largest of which is the Baldwin Locomotive Works of Philadelphia, Pa.

Sub-contracts for turning out the shells have been let to nearly every worthwhile machine shop in Pennsylvania and other States, including, it is said, the Carpentier Steel Plant at Reading, the Ingersoll at Easton, the Carnegie shops at Pittsburgh, and a number of plants in New England. After being machined they are shipped to Readington, where on its proving grounds the Bethlehem Steel Company has established a fuse factory where the shells are loaded. About 2,000 girls, men and boys are employed at the loading plant.

Among its various orders, the Bethlehem Steel Company received one for 8,000 cannon from Lord Kitchener. Mr. Schwab recently inspected the works of Bethlehem. "He viewed with satisfaction the vast additions to many departments, in which it is now possible to double, triple, and in some cases quadruple the output of war munitions over the output of six months ago," said the Philadelphia *Public Ledger*. "And yet he is not entirely satisfied and is planning to further increase the output."

A visit to the little town of Bethlehem, Pa., is impressive. It presents a spectacle of thriving prosperity and indefatigable activity. Forty thousand workmen are now said to be employed in the vast works. Wages are high. The town, within the past months, has enjoyed a tremendous boom. People are getting rich. Prices have gone up. By night the heavens are reddened by the belching red blast of forges. Miles distant the firmament is sinisterly aflame. For five miles one passes plants where molten steel is steadily running from mighty crucibles. Day and night men are employed in this ceaseless, tireless labor of casting tools of war.

It is a far call from the little town of Bethlehem to the battlefields of Europe. Against this picture of thrivingly prosperous Bethlehem, with the heavens ablaze with a glow red as blood at night, rises a picture of a battle-

field in Europe. This picture, reported by Karl H. von Wiegand as it was given by a German general, is a gruesome one. But the ghastly scene of death glows with the reflected fire of the forges of Bethlehem.

"On the ground between the Lorette Heights to Neuville and the 'Labyrinth,'" the general said, "were perhaps 10,000 unburied or partly buried dead. The stench was pestilential. By means of a hose we've thrown creosote or quicklime upon those nearest our trenches. As a matter of self-preservation both sides appear lately to have come to a silent, unspoken agreement to bury those nearest at night. It's ghastly beyond imagination. Words can't portray to the mind that picture; by day and night white eyes staring out of faces burned coal black by the sun. There are places where there are veritable piles of bodies. As the days and weeks go by they shrivel and shrink together until they look little more than heaps of old clothes. Those silent heaps are more weird by moonlight than by day. I wish those who cause and make war with indifference would be put in the 'hell of death' between Neuville and the Lorette Heights for a little while."

These pictures, of Bethlehem, Pa., and the scene of battle in France, are not exaggerated in their relation of cause and effect. Here is the virtual and hideous truth. For a day's shipment of 4,000 terrifically explosive lyddite shells and 35,000 shrapnel must be counted a holocaust of slain human beings.

Mr. Schwab, his directors, and the holders of stock in the Bethlehem Steel Co., receive their profit. This profit is stained with the blood of human beings. This profit comes from participation in a crime of such colossal scale as has never been witnessed in the world's history. This profit comes from supplying the tools of world murder.

The Bethlehem Steel Co., and all concerns thus engaged, are supplying fuel to the war, and are prolonging the war.

Will the people of America continue to permit vast industries to engage in the business of abetting murder between nations or will they not demand that this government stop the manufacture and shipment of the means to kill?

Only when such businesses as these cease, will war cease. Only by crushing this hydra-headed industry, ere it becomes too formidable, will future wars be made impossible. It is the duty of the people of America, not only as a matter of neutrality and justice, to stop the making of the tools of war, but to the future peace and wellbeing of the entire world.

The Baldwin Locomotive Works of Philadelphia early last spring closed a $3,000,000 contract with the Remington Arms and Ammunition Company, of Bridgeport, Conn., under which it is turning out 1,500,000 rifles for the Russian army. The Locomotive Works, according to the terms of the contract, turned over to the Remington Company the use of its highly organized mechanics at its plant at Eddystone, Pa. The Eddystone plant of the Locomotive Works is one of the largest near Philadelphia. New buildings were erected which cost approximately $750,000. As compensation, Baldwins receive a royalty of one dollar on each rifle turned out, and the building and equipment at the fulfillment of the contract. This will mean a profit of one and one-half million dollars. Do the directors of Baldwins count the cost of lives?

Baldwins are said to have received many sub-contracts for the manufacture of munitions from other concerns. Some of the officials of Baldwins who are profiting by this death-dealing industry are conspicuous members of the Presbyterian Church in Philadelphia. They are noted for a sort of spectacular piety and charity and were large contributors to the campaign of Billy Sunday, when he went to the City of Brotherly Love. When they fill their well-financed

pews at church on Sundays, do they feel no guilt of blood? Will the sawdust trail of Sunday and its converts take from them the blame of abetting murder and spreading means of death?

"War daily is adding to the prosperity of Philadelphia workingmen and Philadelphia manufacturers, who are turning out supplies of every war necessity imaginable for the Allies," said the Philadelphia *Public Ledger,* a paper fulsomely pro-British and employing editors of British birth and sympathies. According to the *Ledger,* the Fox Gun Co. of Philadelphia received an order for one million gun barrels.

The J. G. Brill Company, of Philadelphia, which was engaged in the peaceful manufacture of cars and trucks, is said to have closed a contract with the Russian Government for $1,000,000 worth of steel shells. While the company has been manufacturing field kitchens and field hospital ambulances for the Allies, it has been turning out, according to the Philadelphia *Ledger,* ammunition wagons and big quantities of shrapnel.

In order to handle this business, the plant was increased by a score or more furnaces in which the steel is heated to a temperature of 200 degrees. Each of these furnaces has a capacity of 40 billets of steel. With this equipment the company is able to turn out large quantities of shells daily. Where Brills lost out in orders for car construction in the spring and summer of 1914 by the business depression lasting over the winter, they are said to have recouped richly through war orders. A year ago the Brill shops were working about 50 per cent. of capacity with about 1,600 men employed and with work sufficient to run at that capacity for six months. A cut of ten per cent. in salaries of officers and salaried employees was made and the working day was shortened by closing at 4.30 instead of 6. Conditions are now reported reversed, with about 3,000 men working full time and sufficient orders piled up to keep all hands busy many months ahead.

The steel business in Pittsburgh has boomed tremendously because of war orders. One concern received an order for $25,000,000 worth of steel equipment. Steel mills in the Pittsburgh district received within one week in June orders for projectile steel which was offered at $31 a ton. Sales are said to have been made aggregating 75,000 tons. Early in the year steel of this grade was at $38. According to the *Iron Age,* orders from 60,000 to 70,000 tons of round bars for shrapnel and for gun barrels were placed in Pittsburgh in one week in June.

Tin-plate mills in the district have also received foreign orders for quick delivery, enough having been booked, it is reported, to keep the mills in operation for over a year. The McKeesport tin-plate company, in order to fill its war orders, constructed a twenty-mill addition to its plant, and the East Canonsburg Tin Plate Company a twelve-mill addition.

Among the companies which entered into agreements for the furnishing of munitions, according to the *Iron Trade Review,* is the Crucible Steel Co. of America, which is reported as having booked, through J. P. Morgan & Co., $150,000,000 worth of shells.

The General Electric Company, of New York, it is said, completed negotiations with the Allied governments, through J. P. Morgan & Co., for the manufacture of shrapnel and high explosive shells on one of the greatest scales undertaken by any American corporation. The total value of the order, it is claimed, amounted to more than $100,000,000. The shells will be manufactured in the company's plants at Schenectady, N. Y.; Harrison, N. J.;

Pittsfield, Mass.; Lynn, Mass., and Fort Wayne, Ind. Charles Steel, a partner of J. P. Morgan & Co., is a director of the General Electric Co.

The American Locomotive Co. concluded negotiations with the British Government for the manufacture of 5,000,000 shrapnel shells. Half of these are to cost $14 each, and the rest $12.50 each, making a total of approximately $66,250,000.

According to the New York *Tribune,* the American Locomotive Co. also concluded a contract to furnish the Russian Government with $65,000,000 worth of shrapnel shells. Half of this order went to the Locomotive Company and the other half was divided equally between the New York Air Brake Co. and the Westinghouse Air Brake Co.

The Chicago Pneumatic Tool Co. is said to have equipped its plants at Franklin, Pa., for the manufacture of 300,000 shells.

The Wheeling Mould & Foundry Co. is said to have sub-contracted for machining steel bars for shells.

W. W. Butler, of Montreal, vice-president of the Steel Foundries of Canada and the Canadian Car and Foundry Co., closed an $80,000,000 order in Petrograd and sublet contracts in the United States for the manufacture of 5,000,000 high-power shells. The sub-contracts placed in the United States, according to the specifications, were as follows:

Hydraulic Pressed Steel Co., Cleveland, O.	$475,000
American Rolling Mill Co., Middletown, O.	930,000
Barney & Smith Car Co., Dayton, O.	1,122,000
Page & Storms Drop Forge Co., Chicopee, Mass.	202,500
American Car & Foundry Co., New York	96,000
Dayton Mfg. Co., Dayton, O.	463,000
Federal Pressed Steel Co., Milwaukee, Wis.	1,350,000
Northern Electric Co., Montreal, Canada	275,000
United Lead Co., New York	280,000
Recording & Computing Machine Co., Dayton, O.	6,000,000
King Powder Co., King's Mills, O.	130,000
American Tube & Stamping Co., Bridgeport, Conn.	67,500
Michigan Brass & Copper Co., Detroit, Mich.	2,400,000
American Brass Co., Kenosha, Wis.	375,000
Auto Parts Mfg. Co., Detroit, Mich.	650,000
Vermont Farm Machine Co., Bellows Falls, Vt.	650,000
Consolidated Mfg. Co., Toledo, O.	550,000
Robin Hood Ammunition Co., Swanton, Vt.	15,000
Wallace Barnes Co., Bristol, Conn.	35,900
Lavigne Mfg. Co., Detroit, Mich.	21,000
Draper Co., Hopedale, Mass.	14,000
Pope Mfg. Co., Westfield, Mass.	42,000
The Yale & Towne Mfg. Co., New York City	71,000
American Powder Works Co., Boston, Mass.	50,000
Corbin Screw Corporation, New Britain, Conn.	52,000
Horatio Hickok Co., Burlington, Vt.	175,000
U. S. Steel Products Co., New York City	840,000
Meade, Morrison Co., Boston, Mass.	900,000
Crocker Wheeler Co., Ampere, N. J.	450,000
Platt Iron Works, Dayton, O., and Brownell Co., jointly	630,000
Lauzon Engineering Co., Levis, Que.	180,000
Dayton Mfg. Co., Dayton, O.	320,000
Worcester Mfg. Co., Worcester, Mass.	480,500
Page & Storms Drop Forge Co., Chicopee, Mass.	50,000
Blake & Johnson Co., Waterbury, Conn.	22,000
Bridgeport White Metals Casting Co.	360,000
Corbin Screw Corporation	100,000
Total	$21,724,400

Guy E. Tripp, Chairman of the Board of Directors of the Westinghouse Manufacturing and Electric Co., officially confirmed the closing of a large order for a foreign government. The order had been placed with the Westinghouse Company by the Maxim-Vickers Gun Co. of England, one of the chief officials of which, Sir Trevor Dawson, came to this country to place the order. The order was for 1,001,250 rifles for the Russian Government. According to the contract the deliveries must begin six months from the date of signing. To fulfill the agreement, the concern must turn out the sixth month, 300 rifles a day; in the seventh month, 600 a day; the eighth month; 900 a day; the ninth month, 1,000 a day; the tenth month, 2,000 a day; the eleventh month, 2,500 a day; the twelfth month, 3,000 a day; the thirteenth month, 3,500 a day; the fourteenth month, 3,750 a day. This rate will continue for the remaining six months until all the rifles will have been manufactured. It is understood the price per rifle will be $27.53, netting a profit of $10.00 on each rifle. The entire profit on this order to the Westinghouse Co. will be approximately $10,000.000. It is said that according to the agreement there was placed at the company's credit at the National City Bank of the City of New York one-fourth of the total value of the contract against which the Company would be entitled to draw. With the contract for the manufacture of $28,000,000 worth of small arms, chiefly rifles, closed, it is said that the Westinghouse Co. is also handling contracts amounting to more than $60,000,000.

From authoritative sources it is learned that by the spring of 1916 the export of field artillery shells from this country to the Allies will begin in earnest. Within a month or two after the new year, the factories turning out shells will have reached their maximum of production, about 200,000 shells a day; and this rate of production will be maintained until the end of the war.

As a preliminary to the exportation of artillery ammunition, the persons controlling the supply of war stores to the Allies are working along systematic lines to clear transportation facilities, so that there will be no hitch in the delivery of the factories' enormous outputs, which are expected to maintain their daily average of 200,000 shells, day in and day out, week after week, month after month. To make it certain that there will be sufficient cargo capacity available to care for this amount of ammunition, the Allies' agents in New York are carefully arranging to send off all the other war supplies required in the immediate future before the ammunition flood begins.

The exportations from this country will approximate 6,000,000 shells a month, it is reported. And they will continue to go out at this rate so long as there is any need for them.

All kinds of shells go to make up the gross total. Only recently the French Government placed an order for 8.2 and 11.4-inch shells with the Midvale Steel Company. Most of the orders for big shells are of more recent date than the orders for 3-inch shrapnel, and it is said few consignments of them have yet been delivered.

"The development of the shell-manufacturing industry in this country has been carried on with thoroughness, combined with celerity," says the New York *Evening Post* of December 30, 1915. "It is significant that despite the year and a half the war has lasted the manufacture of shells in American factories is only just approaching the maximum, at least a year after the inception of organized efforts for production. Shells have been sent abroad for the last six months in large quantities, but in nothing like the amounts

which will be averaged a month or so from now. American business men state as a matter of fact the effect of American ammunition on the fighting as yet has been barely appreciable.

"It is strange, but true, that almost all the loaded shells sent abroad lack the time-fuse in the nose, the most delicate part of their complicated machinery, and the part upon which depends the successful use of the shell. These time-fuses are almost all made abroad and are affixed to the shells in arsenals to which they are shipped after reaching Europe. Fully one-half the shells exported, it is said also, are not loaded at all. That is, the shell part of the projectile contains the requisite number of shrapnel balls packed in rosin, but the propelling charge of smokeless powder in the brass cartridge case and the detonating charge of black powder in the shell proper, are lacking. Therefore, although the great offensive (which the Allies plan for the spring of 1916) will wait upon the attainment of the maximum of American production, it is probable that the earlier battles will be fought entirely with shells manufactured in France and Great Britain."

It is evident, however, that the later battles will be fought almost exclusively with American munitions. So that the fate of the second year of the war may rest on American ammunition. And shall Americans, knowing this, tolerate longer interference with peaceful commerce and loss of trade wantonly inflicted by the British?

CHAPTER IV

FUTURE OF THE MUNITIONS BUSINESS

The European War has shattered many of the ideals of civilization. It has shattered the ideal that men had arrived at that stage of development where they would no longer go forth to battle. It has disproved the ideal that civilized men would not, for however great a price, share in murder. No right-thinking American can but believe that he who gives to another a weapon with which to kill his brother becomes an abettor to the crime. On this principle, the heads of the concerns manufacturing means of death in the United States are parties to the killing on the battle-fields of Europe.

Under present conditions, with her source of supplies shut off from the world, Germany suffers an irretrievable wrong in the export of arms and ammunition from the United States to her enemies. More than that, *public opinion is gradually realizing that it is a moral wrong to sell the means of death to any belligerent nation.* To the consideration of American citizens is recommended a phase of this industry which is of ominous import.

This relates to the investment of capital in the Business of War. Millions of dollars are being expended in buildings and machinery for the manufacture of war munitions. The machinery used in these industries is useless for any other purpose than the making of particular kinds of rifles, shells and explosive missiles.

With millions of dollars thus invested, the directors and financiers back of the concerns engaged will have but one means of continuing their earnings when the European War is over.

This will mean the fomenting of wars and revolutions throughout the world.

It will mean the maintaining of a War Lobby in Washington. It may possibly mean the militarizing of the United States. It will mean increased battleships, a larger army and the storing of vast quantities of ammunition. It is not unlikely that this vast War Trust will carry on an organized press propaganda designed to embroil this country with other nations. Already the jingoes are aroused.

To do away with this future menace American citizens must, for once and all, rise and crush this traffic. For, unless the industry in the tools of death is stopped, this money will not be permitted to lie idle after the European War is over. Unless the War Trust is stamped out at its birth it is not unlikely that the sons of America may meet the dreadful fate of those who fall in Europe. The Red Terror looms before us.

It is finding its nurture, like a nest of serpents, on our soil. Americans do not desire militarism or navalism designed to threaten or crush other nations. All desire peace. And peace is to be secured by one means. *The United States Government should, by act of Congress, take over all munition manufacturing plants in the country. This will put a stop to capitalists gambling in human misery and their earning of millions from warfare and death.*

The situation is serious, the menace imminent. To realize this it is only necessary to consider instances revealing how capital is being invested by the millions in the gruesome trade of dealing death.

In order to fill its large rifle contracts, the Westinghouse Electrical Manufacturing Co. took over four plants in Springfield and Chicopee Falls, Mass. These include the plants of J. Stevens Arms and Tool Company and the Stevens-Duryea Company. It is said that the deal involved about $2,290,750. Machinery for the manufacture of firearms was installed. It is said that the shipping of machinery to equip the plant required a month.

In anticipation of further war orders, the directors of the Westinghouse Electrical and Manufacturing Co. asked permission to raise additional capital when necessary on the sale of stock. To that end it requested bondholders to approve a change in the company's indenture, which prohibited such action.

The Remington Arms-Union Metallic Cartridge Co., of Bridgeport, Conn., has invested nearly a million dollars in factory structures. The Bridgeport Arms Co. has built several additional factories, each five stories high, of brick and steel, and costing approximately $200,000 apiece. The Locomobile Company of America, located in Bridgeport, has built still another factory building, a four-story brick structure, costing $35,000. The Winchester Arms Co., in New Haven, Conn., has built several new factories since the war order business started, and at present has employed more than 12,000 workingmen. In spite of this, the company is building nine new factories, and the Marlin Company of that city also increased its new plant.

The American Locomotive Co. and the Westinghouse Electrical Co., located branches in Kenilworth, N. J., to manufacture ammunition for the war. The building is owned by John M. Kennedy, of Philadelphia. The factory covers an acre of ground.

The Poole Company, according to the Baltimore *Sun,* which to-day is making the heaviest gun carriages and molded gearing used by the United States in its battleships, and which years ago made the big dome for the Capitol in Washington, has installed much new and complicated machinery to be able to do its share in filling the great war contracts being placed with American firms by the Allies.

The contracts awarded to Baltimore manufacturers for the furnishing of munitions involve the expenditure of about $3,000,000, according to the Baltimore *Sun.*

The Baltimore Tube Co., according to the *Sun,* was awarded a contract for 2,000,000 pounds of projectile bands, valued at about $800,000.

A high official of the Russian Army visited Baltimore to inspect the work done by a large trenching machine being used at the time by the Baltimore Water Department. This apparatus had a maximum capacity of 1,500 feet of trench a day. The claim was made that by using three of these machines in tandem a mile of trenches could be dug a day on the European battlefield. It was said that the Russian Government planned to place an order for the manufacture of 150 of these machines. Were such machines shipped to Russia, they would enable the Russian army engineers to dig thirty miles of trenches a day.

Lewis Nixon, the shipbuilder, according to the New York *World,* closed a contract with the British War Office for 1,000,000 pounds of gun cotton to be manufactured at the plants at Metuchen, N. J. The shipments were to be made at the rate of 20,000 pounds a day. The Nixon concern receives 70 cents a pound. Mr. Nixon, when interviewed, refused to give any details of his contracts, but intimated, said the New York *World,* that they called for much more material than was reported.

According to the New York *Sun,* the Nixon Nitration Co. erected three big structures in Millville, N. J., for the manufacture of gunpowder and other war materials. Seven smaller buildings were erected. Three shifts of men have been kept working twenty-four hours a day. The *Sun* reported that three times as many buildings would be constructed, and that the number of employees would be increased from 500 men to 2,000.

Much Russian shrapnel, it is said, is being made largely in Canton, Ohio, where the Russian orders are said to amount to from 10,000,000 to 15,000,000 shells. It was reported that the Reporting and the Computing Machine Co., of Dayton, Ohio, secured a $7,000,000 contract for making time fuses for shells.

According to a despatch to the New York *Times* from South Bethlehem, Pa., the Bethlehem Steel Company, in order to fill its contracts, decided to spend $12,500,000 enlarging its plants.

Mr. Schwab is interested, it is said, in the projectile plant at Newcastle, Delaware. He is the owner of the Harlan & Hollingsworth Co., a corporation of Wilmington, Delaware, which has taken over the big steel plant formerly occupied by the Diamont State Steel Co. These plants are used to fill the enormous war orders which the Bethlehem Steel Co. now has on hand.

The town of Chester, Pa., has experienced a boom in the manufacture of war munitions. In two plants erected by the Baldwin Locomotive Works and the Remington Arms Co., it is said that 23,000 men are employed in the manufacture of munitions of war. In order to accommodate the workmen, 2,000 houses have been erected. It is said that the pay-roll of these concerns is $500,000 a week.

Adjoining their locomotive plant at Eddystone, near Chester, the Baldwins have erected a gigantic factory for the use of the Remington Arms Co., which has obtained enormous contracts to furnish arms for the Allies. After the contracts are filled the buildings will be turned over to the Baldwins.

W. A. Garrett, master of supplies and superintendent of transportation of

the Remington Company, told the business men of Chester that his company was giving employment to 15,000 men, a majority of them skilled mechanics, at Eddystone.

John P. Sykes, general superintendent of the Baldwin Locomotive Works, supplemented this by an assertion that his company had at least 8,000 men working at Eddystone, making a total of 23,000 workmen at the combined plants. Their wages amount to $500,000 weekly.

It is said the Remington Company has enough orders to keep the plant going at top speed for two years.

To fill an order for guns, valued at the time at $5,000,000, the Remington Arms Co. built a new structure at Ilion, N. Y., calling for an investment of $1,000,000.

The "war boom," as it is called, is reported to have struck Northeastern Pennsylvania. In McKean County the Pennsylvania Oil Products Refining Co., of Eldred, among others, is benefiting by the war business. This company received an order for 200,000 pounds of wax from the Italian Government. The wax is used in the manufacture of war supplies.

In Warren County, the Warren Chemical Products Co., at Warren, is operating to its full capacity as the result of an immense war order for gun cotton.

The war has caused a great demand for acetone, which is used in the manufacture of smokeless powder. This has resulted in the erection of an acetone plant by Quinn & Troy at East Smethport, Pa., which is operating day and night.

In Elk County, Pennsylvania, the war has been instrumental to a large extent in the erection of an acetone plant at St. Mary's by the Melville Corbett Company, which, like the acetone plant at East Smethport, is operating day and night.

The Davison Chemical Co., of Hawkins Point, Curtis Bay, Maryland, which for years has manufactured a low grade of acid utilized in fertilizers and other products, accepted a $1,000,000 order to furnish the du Pont de Nemours Powder Co., of Delaware, with sulphuric acid to be used in the manufacture of high explosives. To fill this order, improvements costing between $100,000 and $150,000 were made.

The Baltimore company has been producing what is known to the chemists as 66 per cent. acid, whereas a 90 per cent. product is used in the manufacture of powder and high explosives. In order to provide the additional refining process it was necessary for the company to construct additional units in connection with the production of acid.

In addition to the contract mentioned, the Davison Company gave the du Pont concern an option on approximately $200,000 worth more of the same product.

On the southern shore of the Raritan River, New Jersey, opposite the factory of Lewis E. Nixon, which has begun turning out 75,000 pounds of gunpowder per day, the T. A. Gillespie Company, of 50 Church Street, New York, acquired title to 275 acres of land, where a plant has been erected to manufacture powder for the British War Office.

The Hall Switch & Signal Co., of Garwood, N. J., is said to have installed machinery for filling war orders in new buildings erected at a cost of $200,000. It is said that the company has a $1,000,000 order for war munitions for Servia.

War orders placed in Detroit are said to exceed $50,000,000. Large orders

for shrapnel were placed in that city, and various drug and chemical manufacturers are turning out large orders of chemicals for the making of explosives for the Allies.

It may be said that the manufacturers of firearms and ammunition do not themselves make explosives. This is a separate industry, and includes over one hundred establishments scattered through twenty-one different States. The capital employed in this industry is considerably above $25,000,000.

Innumerable concerns, which were given to various kinds of peaceful manufacturing, have equipped themselves to manufacture explosives. While it is impossible to estimate even approximately the amount of capital invested in the establishment of the new, or the enlargement of old plants, some idea may be gained by an account of the extension of certain concerns.

The reports that the E. I. du Pont de Nemours Powder Co. had received such enormous orders for powder from the Allies that it was forced to heavy expenditures for new plants and equipment were confirmed in a statement issued by Pierre S. du Pont, president of the corporation, according to the New York *World.*

With its plants in Delaware and Pennsylvania taxed to the limit of their capacities filling orders for the British Allies, the du Pont company have erected the largest plants for the manufacture of powder in the world at Hopewell, near City Point, on the James River, Virginia, and at Pine Grove, New Jersey. *In order to fill its orders, it was reported that the du Pont company made an investment of $5,000,000 for improvements.* The du Pont Powder Co. has been steadily shipping tremendous quantities of raw explosives.

The manufacture of chemicals for use by the British Allies is by no means an unimportant part in this trade of death. Some of the orders for explosives, such as gun cotton, trinitrotoluol, picric acid, etc., have been tremendous.

The General Electric Co., for instance, received a commission from the British Government to place orders for 40,000,000 pounds of trinitrotoluol, 20,000,000 pounds of gun cotton, and 5,000,000 pounds of picric acid. The price of picric acid, a deadly explosive, rose from 10 cents a pound to $2.50 a pound. Picric acid is the essential of lyddite and other high explosive shells. The New York *Herald* says that a recent order was given by the Allies for 2,000 tons of picric acid at a cost of approximately $6,000,000. The price of trinitrotoluol rose from 35 and 40 cents a pound to from $6 to $8.

Off Gravesend Bay, about three miles from New York, may be seen at any time great steamships flying red flags. From the various wharves in New York and Brooklyn huge lighters take great shipments of powder, shrapnel and high explosives to the waiting steamships. Sometimes from three to five lighters may be seen lying about one vessel, all busily discharging shells and cases of cordite, dynamite, melinite and explosive chemicals into the holds of the ships.

From Gravesend Bay these steamships sail direct to the coast of France, where the powder and chemicals are unloaded and taken to the firing lines of the allied armies.

Before the deadly fire of this export, carried direct from our shores, soldiers will face death in the defense of their country.

Remembering President Wilson's words concerning the principles of humanity, we would bring to his attention the spectacle of these ships loading up with the means of death at the very shores of the United States.

Remembering President Wilson's impressive utterances concerning justice

and neutrality, we would call to his attention the spectacle of British cruisers at the same time hovering off Sandy Hook and other American ports interfering with our non-contraband commerce with neutral nations.

How can President Wilson justify or excuse the manifest injustice done to a friendly nation, in permitting these shipments of powder and shells to go to Great Britain for the purpose of destroying that nation, while Great Britain, at the same time, prohibits the shipments of foodstuffs to the civilian population, the women and children of that nation.

If bullets for England, why not bread for Germany?

CHAPTER V

WAR WHITE LIST

Many American firms have, however, refused to accept war orders. It is impossible even now to compile an accurate list of these concerns, but the following have been reported by the daily press.

National Cash Register Co., of Dayton, Ohio, whose plant is a model of industrial efficiency, and particularly noteworthy for the fostering care given employees, has refused many alluring offers to manufacture munitions.

Eagle Glass and Manufacturing Co., Wellsburg, Virginia, is said to have refused a million dollar order for brass shells from the Russian Government. Mr. James Paul, a member of the firm, is reported as declaring he "could not say his prayers at night in uprightness if by day we were busy manufacturing instruments of human slaughter."

C. E. Kolb, manufacturer of Battle Creek, Mich., is reported as having refused an order for shrapnel shells. An acceptance would have meant, it is said, an income of $3,000 a day for an indefinite period.

Driggs-Seabury Ordnance Corporation, Sharon, Pa., has declined to share in the traffic. John Stevenson, Jr., the president, announced that his firm had declined orders for millions of dollars' worth of munitions in the past four months.

Textile Machine Works, Wyomissing, Pa., has done likewise. Ferdinand Thun, the president, announcing that his firm had refused war orders which would have netted a profit of $50,000, said: *"I consider it against the neutrality proclamation of President Wilson for this nation to make munitions of war for any of the struggling armies of Europe and Asia. It is barbarous, it is inhuman and it is immoral."*

Colburn Machine Tool Co., Franklin, Pa., refused, it is reported, to manufacture war supplies.

Burroughs Adding Machine Co., Detroit, Mich., refused war orders. "We turned down an order for war materials as soon as we found out what they were for last February when many of our machines were idle and our expenses were going along just the same," said C. W. Gooch, general manager, "and now that our factory is busy there is certainly not even any temptation to abandon our principles. The company made an investigation at the time which resulted in a cancellation of the order. With the cancellation we made this declaration:

"'Our factory is in excellent condition to handle this contract and, on

account of certain machines and men now idle, it would be greatly to our advantage and profit to accept it, even at a low figure. In spite of this the company must decline to bid on the work because the parts wanted are evidently war material. This factory, *enjoying the privileges and freedom afforded by its location in a neutral country, and having such close and most friendly relations with all of the principal countries now at war as it has, cannot consistently be used for the manufacture of material that may be used to the injury of our friends and foreign business associates.*' "

Dietrich Brothers, Baltimore, Md., is reported by the Baltimore *Sun* as refusing contracts for ammunitions, thus declining to share in the $10,000,000 worth of orders placed by the Allies in Baltimore.

Sidney Detmers, secretary of the Republic Metalware Company, of Buffalo, N. Y., informed the Buffalo *Evening News* that the directors of the concern have refused, for ethical reasons, to handle an order that would have involved $86,000,000. The directors, who rejected the offer, are C. Sidney Shepard, Charles W. Wells, James F. Foster, Sidney Detmers and Franklin Agge.

Dr. Maxim Niven, famous analytical and research chemist, of Chicago, was invited by a great manufacturing concern to accept a position as laboratory chief in a factory for explosives at an exorbitant salary. Dr. Niven asked to be informed whether the explosives were to be produced for industrial purposes or for the war. The reply was more than courteous, but so evasive in purport that Dr. Niven refused.

The Bosch Magneto Co., New York, since the beginning of the war, has refused to fill orders for magnetos and its other products for use in the European war. The value of such suspected direct and indirect inquiries and orders which were declined for this reason amount so far to over $2,100,000.

"We do not entertain the handling of orders and manufacturing of our products for war purposes," said the president, "as we do not think it is morally right to prolong the war and further the destruction of lives by supplying materials."

The Imperial Metal Manufacturing Company, of Long Island City, is reported as having refused a $400,000 contract for shrapnel. This order would have netted a profit of $100,000.

The Bronze Powder Co., Elizabeth, N. J., which has a practical monopoly of the manufacture of bronze powder in this country, issued a statement that it would no longer sell its product to any of the belligerent European countries. The largest plant of the company is in Elizabeth, and the total output of all kinds of powder approximated more than 1,500,000 pounds in the last year. At a directors' meeting it was the unanimous opinion that to fill the present orders would be encouraging the prolonging of the war, and an order for $500,000 powder shipment was accordingly refused.

The following concerns deny that they are engaged in filling war contracts as was reported in the list of munition manufacturers published in the *Exporters' Review:*

Owensboro Wagon Co., Owensboro, Ky., says: "We were solicited to manufacture rifles, but were not prepared to make these, and, furthermore, we would not consider manufacturing them as they are entirely out of our line, and we do not desire to get mixed up in the trouble that is now going on."

The Globe Malleable Iron & Steel Co., Syracuse, N. Y., through H. H. Elmer, general manager, states that the firm has not been "in any manner,

shape or form building implements of death or munitions for the warring nations. Nor will we," he adds.

The Schrader Co., manufacturers of armor plate, Atlantic Avenue, Brooklyn, refused a contract for manufacturing shrapnel for the Allies.

Builders' Iron Foundry, Providence, R. I., denies report of making rifle barrels.

Michigan Copper and Brass Co., Detroit, Mich., is not engaged in the manufacture of shrapnel, as reported, according to A. L. Simmons, the secretary.

E. L. Cushman, the president of Cushman Chuck Co., Hartford, Conn., writes: "We beg to explain that we are not making war material of any kind and we have never made such material; we never would make such material."

National Acme Manufacturing Co., Cleveland, Ohio, denies making fuses.

The Warner & Swasey Co., Cleveland, Ohio, denies that it has manufactured shrapnel or any munitions of war.

CHAPTER VI

THE BILLION DOLLAR WAR TRADE

"The war has revealed this country as the world's greatest potential headquarters of materials of war."—James Middleton in The World's Work.

The extent of this business in the tools of killing may be gleaned from a study of the reports of exports shipped from the port of New York alone, these figures being based on manifests filed in the Custom House at New York.

During the month of March, 1915, the value of war supplies shipped from the port of New York totalled $10,287,000. This included shipments other than arms and ammunition, such as automobiles, aeroplanes and military goods. The value of the exports shipped during the month of April increased to $30,000,000. The shipments of firearms, ammunition, high explosives and explosive chemicals—excluding automobiles, aeroplanes and military goods—during the month of April and May, a period of fifty-nine days, from the port of New York alone, totalled $14,771,214. The export of similar material in the month of June alone exceeded that amount, the month's export just doubling that of May. During June the export of tools of death from the port of New York reached the staggering total of more than $15,508,000. Including all war supplies in addition to firearms and explosives, such as automobiles, etc., the export for June to the British Allies amounted to $55,-447,691. In July, 1914, the exports from the port of New York to England, France, Italy, and Russia amounted to $20,900,000. The exports the past July to these countries ran up to $106,500,000—an increase, because of war supplies, of $85,600,000.

Today the exports are rated at $3,000,000 a day, not including material shipped under other names.

The exports of war material from New York represent but a small part of the output in allegedly neutral America. The figures supplied by the Department of Commerce for the fiscal year ending last June account for the export of war supplies to the British Allies to the amount of $350,000,000.

These official figures showed an increase in the export of firearms from $3,442,000 of the previous year to $9,474,947 for the year ending June, 1915. The export of cartridges increased from $4,670,707 in 1914 to $17,714,205 in 1915; gunpowder from $160,000 in 1914 to $5,000,000 in 1915; and other explosives from $1,369,660 in 1914 to $17,750,000 in 1915.

The export of brass, brass manufactures, copper and copper manufactures used in the making of shells increased from $43,250,000 in the year previous to $118,000,000. The increase in the export of explosives from $400,000 in May, 1914, to $8,000,000 last May is significant—an increase of $7,600,000 in one month a year later! In June, 1914, the United States exported $394,000 of explosives and this last June $11,689,000 worth—an increase a year later, in a single month, of $11,295,000! Officials in the Department of Commerce admit the inadequacy of their figures. *When one considers that shipments are made from practically all ports of the United States—from Boston to Charleston, from Galveston to Seattle, and that the major portion of the material is sent by rail to Canada—the export figures from the port of New York, staggering as they are, may give some idea of the tremendous scope of the huge trust that is being built up in this country for human destruction.*

During four months, from March 1st to July 1st, more than $17,000,000 worth of material were shipped to the British Allies from ports along the Pacific Coast. More than $10,000,000 worth of war material was sent to Russia from the port of Seattle; Portland exported $4,000,000 worth of supplies, consisting, however, mostly of food. San Francisco, on the other hand, exported to Russia in three months, cotton and pig lead amounting to $1,000,000. The export of cargoes to the United Kingdom during four months beginning March 1st from the port of Tacoma, Washington, consisted of cotton, $3,058,368; iron and steel, $333,457; copper, $565,114; zinc, $24,025.

According to an Associated Press cable dispatch from Vladivostok, the Russian armies are depending for their future campaign practically upon war material to be supplied by the United States. The military authorities are now using twenty thousand American-built freight cars and four hundred American locomotives. Armored motor cars from the United States—made in Detroit, Cleveland and other points—pass through Seattle by the hundreds. Steamers loaded to the gunnels with firearms, ammunition, lead, copper, explosive acids and dynamite glut the harbor. Ships arrive in such vast numbers and with such rapidity that they can not be accommodated at the docks.

In the light of the dependence of the British Allies for their offensive campaigns upon American guns and bullets, in the light of our own unprecedented development in the war-making industry, unparalleled in all history and which, under present conditions, operates to the advantage alone of Great Britain and her Allies; and in the light of the isolation of Germany, Austria-Hungary and Turkey, *the egregious and unfair violation of actual neutrality, so far as the present war is concerned, must be obvious to every one who can run and read.*

How "American ammunition may win the great war for the Allies," formed the theme of an article by James Middleton in the *World's Work*, which is partly owned by Walter Hines Page, ambassador of the United States to Great Britain.

"The war has revealed this country as the world's greatest potential headquarters of materials of warfare," said Mr. Middleton. *"We can manufacture not only more ammunition than any European country, but more than all*

European countries combined. England, at the present moment, is turning out 400,000 explosive shells a day and France 200,000. Experts say that the United States can turn out 1,000,000 a day without utilizing more than a small part of its resources. Our largest concerns, such as the United States Steel Corporation, have not entered the business on any appreciable scale. If this corporation should turn its factories into ammunition centers, there would be practically no limit to its products. It has the materials in enormous quantity, it has shops and mills almost without end, and it has the necessary number of workmen."

"Unofficial inquiries, made by the War Department and Navy Department, have shown that through the expansion of private munitions plants and the construction of others, the munitions production of the United States since the beginning of the war has been increased about fourfold," reported the New York *Times.* "In small arms ammunition the increase has been from one million rounds a day, the amount that the Government was able to turn out for its own use, to five million rounds a day.

"Washington is not an industrial city, but more than one thousand applications for employment have been received by a representative of a new arms and ammunition company of Pennsylvania, who came there to get workers. A considerable number of men from the naval ordnance shops at the Washington Navy Yard have applied for this private employment."

This article, published in the *Times,* was obviously inspired by military and ammunition interests in Washington. *These interests have fostered the war scare.* They oppose an embargo on arms and ammunitions naturally. They enthusiastically echo ex-President Theodore Roosevelt's truculent war blasts. Just how their interests lie and what we might expect in the future—after this war—is indicated by their plan, reported in the *Times'* article, to be passed upon by Congress. "One of the plans . . . to provide more adequate means for the national defense contemplates increasing the capacity of the Government arsenals to a great degree . . . This plan, which has been urged upon Congress by the Ordnance Department of the army. . . . would keep the additions to the Government factory in first-class condition at all times, so that in the event of a war, the entire plant at the arsenal could be used.

"Private plants, including those that have sprung up as a result of the war in Europe, would receive enough Government contracts to induce them to keep prepared to work at a maximum capacity in the event of war. Thus the Government would have at its service not only a group of Government arsenals capable of expansion, but a considerable number of private plants. And in addition there would be available a large force of trained workers thoroughly capable of turning out an enormous supply of munitions."

In other words, because of the greed of a few American capitalists eager to profit in money from blood, we should develop in the United States a war trust of as great, if not greater, magnitude than the Standard Oil and the copper trust—a trust backed by the Morgan group of financiers, *and of such menace to humankind as no organization ever conceived and projected in the history of mankind.*

In order further to illustrate the menace of this war-making industry and to demonstrate the violation of all principles of neutrality and humanity, we shall undertake to cite examples of the increase of orders for war supplies. According to the New York *Journal of Commerce,* the orders placed for high explosives in one month aggregated nearly $550,000,000. "It is possible,"

said the *Journal of Commerce,* "to increase this amount based upon the schedule of prices paid for loaded shells by the British Government." The *Journal of Commerce* continued: "Experience in warfare apparently has convinced the Allied Government that high explosive shells are much more effective than shrapnel. Consequently, recent contracts have been almost entirely for the high-explosive shells. Recently there were inquiries, after making due allowance for duplication, for 12,000,000 high-explosive shells, of which between 6,000,000 and 7,000,000 have been placed under contract, and the balance is still under negotiation."

For the making of these shells, the *Journal of Commerce* says: "It is estimated that the steel companies alone have taken contracts calling for the receipt of about $50,000,000. 350,000 tons of rounds have been sold to manufacturers in this country, netting the steel mills about $20,000,000. 380,000 tons of rounds and billets sent abroad have netted nearly $21,000,000. Incidentally, there have been miscellaneous contracts which have netted about $10,000,000.

"The heaviest contracts for shells placed in this country have been with firms at Chicago, Cleveland, Schenectady and at minor points in New Jersey. In the aggregate it is estimated that 3,000,000 three-inch shells have been placed, each shell weighing about forty pounds. About one-third additional steel is added to the weight of the finished shell to provide for the waste. These shells have sold at $19 each, calling for an expenditure of $57,000,000 and required 60,000 tons of steel. Orders were placed for 2,000,000 six-inch shells at $150 each, or a total of $300,000,000 requiring 87,000 tons of steel; for 1,000,000 eight to twelve-inch shells at an average price of $200, would call for the expenditure of $200,000,000 and require the use of 200,000 tons of steel. Thus the total expenditure on this basis is $557,000,000 for the loaded shells, which have required 347,000 tons of steel rounds. In addition about 1,000,000 empty shells have been placed under contract designed to be loaded in Europe.

"Included in the contracts placed were 1,000,000 three-inch shells, 250,000 six-inch shells and 250,000 eight-and-a-half to nine-inch shells for the British Government. The eight-and-a-half to nine-inch shells must be made from nine-inch blooms. The total of the British orders was about 70,000 tons and contract price about $131,000,000. One Chicago manufacturer secured a contract for 400,000 of 46-inch shells weighing 50 pounds each and purchased 10,000 tons of steel rounds for the manufacture. The General Electric Company purchased 14,000 tons of steel rounds in the Pittsburgh district, and later about 15,000 tons additional. It is claimed that the shell contracts taken by this interest will call for the expenditure of about $100,000,000."

As an indication of the pressure upon the steel mills, it may be noted that in one week the mills bid upon 500,000 tons of steel rounds and one of the smaller Eastern companies bid on 112,000 tons in a single day. In addition to the shell contracts, the Allied Governments placed heavy contracts for miscellaneous steel products, including 200,000 tons of rails for Russia, 100,000 tons of barbed wire for Great Britain and France and 50,000 tons of steel tubes.

The Canadian Car and Foundry Company had its original order for shrapnel and high-explosive shells with the Russian Government increased to $150,000,000. A large part of its original $83,000,000 contract was sublet to American manufacturers. Its most recent order, amounting in value approxi-

mately to $71,000,000, has already been divided among a large number of concerns in various parts of this country.

The orders received by the Crucible Steel Company, according to Horace S. Wilkinson, a member of the executive committee, aggregated about $15,000,000. In order to fill its orders the company built a new plant, costing $2,000,000, at Newark, N. J. Mr. Wilkinson is authority for the statement that on this $15,000,000 order the company will make a profit of about $5,000,000.

The Westinghouse Electric and Manufacturing Company has closed contracts for shrapnel aggregating between $15,000,000 and $20,000,000. These shrapnel orders have been increased to $100,000,000.

In addition to its earliest tremendous orders of firearms the Westinghouse Electric and Manufacturing Company received from the Allies an additional order for two million rifles, according to reports, amounting to $62,000,000. It was reported that in one week the Westinghouse Company closed an order of $35,000,000 with the Russian Government. This company's first order, signed April 1st, was for 1,000,000 rifles. To fill that order the company purchased the plants of the Stevens Arm & Tool Company and the Stevens-Duryea Automobile Company and formed the New England Westinghouse Electric Company to handle the business. This company purchased and took control early in August of the Meriden Arms Company at Meriden, Conn. Four new buildings were erected in East Springfield, Mass., at a cost of approximately $250,000.

To what will all these vast plants, equipped with war-making machinery, be devoted when the European War is over? We would ask all American voters to consider President Wilson's refusal to crush this hydra-headed trust in the tools of death. Is it the will of the American people that these vast investments of capital shall be diverted from legitimate channels and that America shall become the central monopoly of the war-making industry? Shall a few capitalists profit from blood, or shall the people of America not demand an embargo on all tools of death and government ownership of all munition plants?

CHAPTER VII

INDUSTRIAL CHANGES

Industries formerly devoted to manufacturing automobiles, typewriters, adding machines, tin cans, lamps, screws, railroad signals and to brewing have turned to the frenzied business of the machines of war.

The total amount of the war orders received by the Baldwin Locomotive Works of Philadelphia is approximated at over $140,000,000. Among its contracts is one for $80,000,000 worth of shrapnel for the Allies. This is said to be the largest order placed in the United States at any one time with any one company. The Baldwin Company maintains its own agency in Russia through which it negotiates war contracts. Orders for the Russian Government recently received through this agency amount to nearly $11,000,000. Late last summer the Baldwin Company closed an order for 100,000 six-inch shells, amounting in value to $2,000,000.

War orders aggregating $100,000,000 have been placed with Pittsburgh manufacturers, according to Jerome Nordman, secretary of the Pittsburgh

Foreign Trade Commission. The Garland Corporation, of Pittsburgh, was reported as negotiating for a $68,000,000 contract for rifles, bullets and small arms for the Russian Government. These negotiations were carried on by an official of the Garland Corporation with the officials representing the Russian Government in Washington, D. C., and through agents working with the Russian war office at Petrograd. According to reports, officials of the company admit having closed "a very large order."

The International Fuse Company, of Pittsburgh, said to be backed by the Robin Hood Munitions Company, of Swanton, Vt., was awarded a contract by the Shell Commission of the Militia Department of the Canadian Government, acting for the British war office, for $6,000,000 worth of fuses for shrapnel shells. While most of this order will be filled at the company's own plants, it has sublet approximately $800,000 to the Keystone Watch Case Company, of Philadelphia.

Charles M. Schwab negotiated a huge contract with the Russian Government for shrapnel and high explosive shells, amounting to $75,000,000. The previous orders for war material placed by the British Government with Mr. Schwab's companies amounted to more than $150,000,000.

The Russian Government placed an order for 600,000 gun sacks with the McHuge Chair Company, of Conneautville, Pa., aggregating $250,000. Two hundred additional laborers were put to work on the filling of this contract.

At Connellsville, Pa., the plant of the Sligo Iron and Steel Company was idle for a long time. Today it hums with activity, for it has become a factory for the manufacture of war munitions.

The Nitrates Products Company, of Mt. Carbon, Pa., received so many contracts for high explosives, that it resulted in rush orders for the enlargement of the plant. The explosives will be delivered to the purchasing agents of the Allies at New York. Enormous quantities of sulphuric acid are being used, and the managers say they are now turning out as much of this quality of explosives as any concern in the United States.

Every department running at full capacity, an increase of fifty per cent. in the number of employees, and the addition of four new buildings within the past few months, is the record of the Harrisburg Pipe and Pipe Bending Works, of Harrisburg, Pa.

"Employees familiar with the plant describe the latest machine shop as one of the most interesting places in the city," says the Harrisburg *Independent.* "It is said unofficially that this shop is for the exclusive manufacture of shrapnel for England. William T. Hildrup, Jr., general manager, said that he is not at liberty to say what is being manufactured in the new plant, when he was asked if it were exclusively for the manufacture of shrapnel. But it is known, however, that the plant is doing much work of the nature for the British."

Additional negotiations for a large shell order from Great Britain for the J. G. Brill Car Company, of Philadelphia, calling for six-inch high explosive shells involving approximately $3,000,000, bring the total secured by the Brill Company to more than $10,000,000.

Here is another instance of where peaceful industry has been converted into the industry of war. The Hall Switch & Signal Company, located at Elizabeth, N. J., was previously engaged in the manufacture of railway equipment. Turning from peaceful trade, this company engaged in manufacturing war munitions. Officials of the company recently announced that they had

accepted an order for the manufacture of $1,000,000 worth of shrapnel for the Allies.

Throughout New Jersey powder and acid manufacturing plants have grown up like mushrooms.

In the Kingsland section of Union Township the Canadian Car and Foundry Company has erected plants on a meadow site near the Lackawanna Railroad shops to be used for the assembling and storing of shells. Much of the work involved in filling the $83,000,000 munitions contract ordered by the Russian Government is carried out there. The reason for this is given by a representative of the Canadian Company that "the port of New York affords far better facilities for the shipments of munitions to the British Allies than Montreal."

Jewel cutters, manufacturers of tin cans, typewriters, and automobiles, and even brewers are changing their occupation for the business of war. Many leading typewriter and adding machine companies in the East and Middle West, according to the New York *Journal of Commerce,* formed a new corporation, called the American Ammunition Company, to take up contracts for the manufacture of fuses for high explosives and shrapnel shells for the British Allies. This company is said to have secured a contract for the manufacture of fuses from the Shell Commission of the Militia Department of the Canadian Government acting for the Allies, amounting to $10,000,000.

An additional contract, also amounting to $10,000,000, it is stated, has been given by the Canadian Shell Commission to the same group of manufacturing concerns.

The Canadian Militia Department is reported to have given in addition a $70,000,000 contract for shrapnel and high explosive shells to a financial group which will undertake to sublet the business among a number of industrial concerns.

S. Kaplan & Co., importers and cutters of diamonds of New York, who had branches in Antwerp, and who still maintain a branch in Montreal, solicited bids for the manufacture of hand-grenades. These are said to be for the French army. The mad craze for blood money could hardly be more shockingly illustrated than by diamond cutters turning into exporters of deadly missiles. But here is an even more amazing instance.

The Distillers Securities Company closed a contract for ten million pounds of alcohol to be used by the manufacturers in this country for the making of powder. According to recent reports this concern has been negotiating for the delivery of two million pounds of alcohol per month for the Allied arms.

A brewery, the Sioux City Brewing Company, of Sioux City, Ia., has sent out a form-letter to machine manufacturers, asking for bids on machinery adequate to fit a plant to turn out 1,600 three-inch high explosive French shells each twenty-four hours. Brewers turning from brewing to the making of shells! Where will this frenzied fever for blood money end?

The American Can Company, which has been turning out cans for the Commissary Department of the Allies, has amazingly branched out in filling war contracts and is reported to have closed a deal with the British Government for the manufacture of shrapnel, the amount involved is said to range from $65,000,000 to $70,000,000.

The manufacture of projectiles and shrapnel shells and shovels on a large scale for the use of the British army has been undertaken at Corning, N. Y., according to a report in the New York *Times.* Mr. Fay H. White secured

a $3,000,000 contract to cover the delivery of a large quantity of munitions of war within a two-year period.

The Corbin Screw Corporation, of New Britain, Conn., is turning out a $90,000 order of shrapnel shell parts for the Russian Government. North & Judd, of the same city, are reported as having a contract for $500,000 worth of shrapnel shell parts.

The Remington Union Metallic Cartridge Company, at Hartford, Conn., has doubled its building and equipment and is straining every facility in the manufacture of small arms and ammunition.

The Bridgeport Arms Company, said to be allied with the Remington interests, has erected a great concrete plant of sixteen buildings in which this company is handling an order for one million rifles for the Allies. The number of employees has been increased from one thousand to fourteen thousand.

Shrapnel and small arms ammunition are being turned out in the Yale and Towne factory in Stamford, Conn.; the Winchester Arms factory in New Haven; the Scoville Manufacturing Companies in Waterbury, and the Colt Arms plant in Hartford. The Colt Firearms Company, in order to fill its vast orders, has utilized the famous old West Armory at Hartford, which has not been used since the days of the Civil War, when the plant was rushed with orders for revolvers and guns.

The Boston *Herald* reports that John H. Madden, a real estate and insurance man of Lynn, Mass., received a contract for $16,000,000 worth of shrapnel shells for the Russian army.

The Springfield *Republican* reports that the Hendee Manufacturing Company has secured huge war contracts.

Roswell A. Clark, of Waterbury, Conn., obtained from an English source a large order for shells and snaps to hold them. He has rebuilt his shops in Waterville, a suburb of Waterbury, and has obtained control of a factory in New York to help fulfil the contract.

The Chase Rolling Mill is reported as having been compelled to turn away an order for $3,000,000 in war materials, it is so busy day and night with contracts already closed.

The Clark Brothers' Cutlery Company, of Waterbury, Conn., and Kansas City, Mo., is reported to have secured a contract with representatives of one of the Entente Allies for the manufacture of 500,000,000 rifle shells and 100,000,000 clips to hold the shells.

The company's factories in Waterville, a suburb of Waterbury, have been working day and night, additional buildings having been erected and several buildings in New York City were leased to house part of the 660 new machines required.

The Chase Rolling Mill Company, of Waterbury, an independent brass company, refused a $3,000,000 war order for brass because it had already contracted for work which will keep its plants busy for four years.

A $12,000,000 contract for shrapnel shells and other munitions for the Russian Government was secured by the Bartlett-Hayward Company, of Baltimore, Md. This order, it is said, was placed through J. P. Morgan & Co.

The Pool Engineering Company, of the same city, has secured another large munition contract, bringing the total orders received, it is said, up to $6,000,000. The Baltimore Tube Company is said to be manufacturing 9,000,000 pounds of brass tubing for the Allies.

A contract totalling more than $30,000,000 has been closed by the Spedden Shipbuilding Company, of Baltimore, reported the New York *Journal of Commerce.* The order to be placed calls for 1,875,000 shells, and the figures so far obtained indicate that the shells will cost in the neighborhood of $17 each, an aggregate of $31,875,000.

The contract will require a daily average of more than 10,000. Four other smaller plants, two with estimated potential capacities of 1,500 shells a day, have been leased for the sub-contracts.

A tentative arrangement was made by which, when the Spedden people accepted the contract and filed the necessary bond, 25 per cent., or nearly $8,000,000, was advanced by the war agent. *This was to provide for enlargement of plants and installation of the necessary forging machines. Much of this $8,000,000 was in turn advanced to the sub-contractors to equip their shops.*

The Kline Motor Car Company, of Richmond, Va., has equipped its establishment with special machinery used in the making of shrapnel and high explosive shells, and is engaged on the filling of $3,500,000 worth of orders for war munitions.

An organization was perfected in the Birmingham, Ala., district, underwritten by local and other financial institutions, with the specific understanding that Russia place orders aggregating $5,000,000 worth of munition products there, to be taken whether the war ceases or not, according to James Mitchell, president of the Alabama Power Company.

Under Mitchell's plan, Birmingham machine shops, foundries and steel plants, other than those of the United States Steel Corporation works there, are combined into an organization for the manufacture of various products needed in the European war zone, mostly steel, shrapnel, steel shapes, etc.

War orders to the extent of $75,000,000 are said to have been placed in Ohio. The Union Powder Corporation is reported as having a contract to supply the Russian Government with smokeless powder at the rate of forty tons a day for three years. The King Powder Company and the Niles Tool Company, the latter located at Hamilton, Ohio, are said to have received large powder and shell orders.

The Allis-Chalmers Company is said to have war orders aggregating $7,000,000. In Cleveland alone it is said that the Russian war orders approximate $10,000,000.

Henry C. Oborn, President of the American Multigraph Company, of Cleveland, announced that his company was sharing in a $234,000,000 order for shells for Russia to the extent of between $6,000,000 and $10,000,000. It is said that this Russian order was among the General Electric Company, the Baldwin Locomotive Company, the American Can Company, and the Canadian Car & Foundry Company. The Cleveland concern is turning out small machine parts for time fuses.

The Ivanhoe plant of the National Lamp Works in Collingwood, Ohio, is producing brass parts for the cartridges of shells which are being made by the General Electric Company.

An order for gun or rifle barrels, amounting to between $8,000,000 and $10,000,000, has been received by the Peerless Motor Car Co., of Cleveland. The order came through the General Electric Co., and will not interfere with the making of automobiles for the Allies by the company.

Carload after carload of shrapnel casings is being shipped from the plant of the William Tod Company, of Youngstown, Ohio, to an Eastern consignee,

where the casings are finished and loaded for export. This company is reported as rushing its shrapnel operations at top speed, and has erected a large building for the installation of special machinery for this line of work.

In addition, the company has shipped a large number of special presses and lathes to other shrapnel makers. The William Tod Company contract was taken on a basis which provided working capital in these operations and made unnecessary any financing on the part of that concern.

In Chicago one concern, the Sturgis & Burns Mfg. Company, has received a $3,000,000 order for brass cases for shrapnel shells for the Italian Government. Several months ago this concern contracted to supply 500,000,000 brass cases for shells for Russian Government contractors.

The American Car & Foundry Company, of Madison, Ill., has announced that its plant at Madison will manufacture 2,100 of the 5,000 box cars ordered by the Russian Government. The plant employs about three thousand men and turns out fifty cars a day. The cars are shipped to Russia via Seattle, thence to Vladivostok, and then to Russia over the Siberian railroad.

Agents for the British Allies have been in Des Moines, Ia., negotiating with the New Monarch Machine and Stamping Co. and other machinery plants of the city for the manufacture of shrapnel shells.

An order for $6,000,000 worth of shells was placed in Des Moines. Of this sum $3,000,000 was advanced in cash. A guarantee in the shape of gold and acceptable securities was divided with local banks of twenty-two months, the time limit for fulfilling the order.

The manufacturing firm of Fayette R. Plumb, of St. Louis, Mo., is at work on an order calling for 50,000 bayonets for the Allies. The order in hand is understood to be an experimental one, and while it admittedly is valued at $100,000 in itself, is understood to be but the first of a series which the concern will receive.

A $25,000,000 contract for rifles, accoutrements and ammunition was let among manufacturers in Denver, Colorado, according to Charles Rhode, with offices in the First National Bank Building, who has landed one of the largest contracts for munitions let by the Allies. The contract calls for the manufacture of 1,000,000 rifles, which, it is understood, will be of the Mauser pattern.

A $1,000,000 powder plant for the manufacture of munitions for the European war was constructed near Sedalia, Colo. The project, according to the source of the report, was carefully guarded from publicity, with its promoters closing arrangements in New York. Knowledge of the immediate plan was denied by several high officers of the Du Pont Powder Company, which owns a large plant at Loubiers, located seventeen miles south of Denver and about three miles from where the proposed new powder factory was built, according to the report. These officers declared, however, that they had heard of new plants to compete with the Du Pont works and to extend their operation to the manufacture of heavy potash explosives. The Du Pont works there is limited to the manufacture of giant powder and dynamite and is at present working steadily to supply a heavy demand occasioned by the European war. Colorado's vast potash and mineral fields "offer unexampled opportunities in the United States for the manufacture of high explosives," according to noted experts.

Agents of the British Government who examined the iron and steel manufacturing plants of Tacoma, Seattle and Everett have awarded contracts in the

Northwest for the manufacture of shrapnel for the Russian army to be shipped to Vladivostok.

Thus from the East to the extreme Northwest the British Allies are using American plants to supply them with war material. We would ask Mr. Lansing if there is any precedent in history of the resources of an entire "neutral" nation being turned over to the use of a belligerent country in its war against another?

CHAPTER VIII

WINNING WAR FOR ENGLAND

With the war-making industry of this country increased at least fourfold and with peaceful industries turning to the trade in tools of death by the hundreds, even now this country is unable to meet the enormous demands for war material by the British Allies. For months British agents, directly representing the Militia Department of the Canadian Government, acting for the British War Office, have been canvassing the country seeking to place war contracts, trying to induce American manufacturers to turn from their normal occupation and to devote themselves to meeting their needs, and even offering to finance concerns willing to engage in the making of tools of death on guarantees of adequate and prompt delivery.

A vast propaganda, designed to enlist American manufacturers throughout the entire country in this hideous business, has been carried on. An important and widely circulated trade journal instituted a course of instruction in the making of shrapnel and circularized American manufacturers with the idea of stimulating their cupidity by telling of the vast profits in the war business and offering to instruct them in equipment of plants. Machine shops all over the country have specialized in new and ingenious machinery for the speedy turning out of shells. And with all these new manufacturing plants, with all the amazing facilities so startlingly developed, America is inadequate to meet the demands for that fuel which shall prolong the war.

Agents of the Russian Government have been unable to place contracts for two billion rifle cartridges, the New England makers of ammunition being already oversold and the capacity of their brass foundries engaged for months ahead. Thus an $80,000,000 cartridge order has gone begging.

The New York *American* reported that upwards of fifteen thousand tons of fabricated steel for plant extensions were placed and paid for by British agents, and that in many cases allied interests have assumed the expense of installing machinery in shops for the making of ammunition.

A group of railroad executives in New York arranged to utilize the American railroad repair shops to work on orders for the machining of shrapnel shell parts, according to the New York *Journal of Commerce*. Repair shops of the trunk lines, operating in the Eastern and Middle Western States, are using their lathes and machine tools in finishing processes for shells for the allied armies.

"According to information secured there are no less than fifty railroad repair shops located in the New England and Middle West States which have been adapted to the manufacturing work on shrapnel shell parts and other

munitions of war," says the *Journal of Commerce.* "It is understood that the movement for the use of American railroad repair shops in munition manufacturing operations is the result of arrangements suggested by Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, to at least three railroad executives in New York. The Canadian Railway has already started to utilize its own repair shops in the effort to increase the output of Canada's war munition factories.

"The further fact that the war operations in the United States for England, France and Russia are being financially handled by interests closely associated with the management of the trunk line railways has facilitated the plans for utilizing the repair shops in this country."

The *Iron Trade Review* reported that one machine tool house has arranged to equip more than two hundred plants in different parts of the country, which are, in their turn, manufacturing shrapnel and other war material contracts. Most of the new ammunition factories in Russia, England and France are fitted with machinery shipped from the United States.

The extent to which this war and the greed for blood money has turned industry from its peaceful pursuits, perverted the skill of scientists, engineers and laborers, and dulled the conscience of American business men, is no better illustrated than by the invention of new and hideous missiles, shrapnel, deadly shells, rifles of a velocity unknown before, and explosives of fiendishly devastating power. Many large machine industries have turned their entire attention to the perfection of highly specialized machinery for the making of extraordinarily destructive missiles.

The Cleveland Automatic Machine Company is a case in point. It is well not to forget the conscienceless scheme of this concern to spread unexampled misery and suffering in the already devastated battlefields of Europe. When the heinousness of this concern's enterprise was first made public, the exposure was at once ascribed to "the perfidious lies of the German propaganda." The officials of the concern piously proclaimed their innocence and offered hypocritical extenuations and evasions. Among the pro-Ally press that came to the defense of this ignoble concern was Mr. Ochs's New York *Times.* The integrity, the soundness, the unimpeachable fairness and sense of right, evinced in the editorials of the New York *Times,* were strikingly revealed in the spotlight of a subsequent official investigation by President Wilson's cabinet into the Cleveland Automatic Machine Company's enterprise.

It will be remembered that the Cleveland Automatic Machine Company, desiring to attract the attention of the purchasing agents of the Allies and the American manufacturers intending to enter the war business, placed an advertisement in the *American Machinist,* exploiting a machine for the manufacture of an extraordinarily deadly shell.

The advertisement told temptingly of the great number of missiles that could be turned out in a short period of time—a thirteen-pound shell from tough steel in twenty-four minutes and from ordinary machine steel in seventeen minutes; an eighteen-pound shell in thirty minutes and from regular machine steel in twenty-two minutes. Then followed this exquisite bit of fiendishness:

"The timing of the fuse for this shell is similar to the shrapnel shell, but it differs in that two explosive acids are used to explode the shell in the large cavity. The combination of these two acids causes terrific explosion, having more power than anything of its kind yet used. *Fragments become coated*

with these acids in exploding and wounds caused by them mean death in terrible agony within four hours, if not attended to immediately.

"From what we are able to learn of conditions in the trenches, it is not possible to get medical assistance to any one in time to prevent fatal results. It is necessary to immediately cauterize the wound if in the body or head, or to amputate if in the limbs, *as there seems to be no antidote that will counteract the poison.*

"It can be seen from this that this shell is more effective than the regular shrapnel, since the wounds caused by shrapnel balls and fragments in the muscles are not as dangerous, as they have no poisonous element making prompt attention necessary."

This advertisement provoked widespread condemnation and criticism.

Springing with alacrity at an opportunity to attack Germany, the New York *Times* published an editorial under the heading "Mendacious Propaganda," in which the *Times* said: "In the *American Machinist* on May sixth last, the Cleveland Automatic Machine Company advertised a machine for producing high explosive shells. . . . The Cleveland Automatic Machine Company has said that the matter about poisonous shells was included in their advertising copy by a mistake. . . .

"The thing was a hoax," continued the *Times*, proceeding to insinuate that the advertisement itself had been diabolically placed for purposes of propaganda by Germans themselves, "that is to say, with intent beforehand to create the prejudice among the unintelligent here and in Germany, that American tool makers were advertising in the trade papers to sell war machine makers tools for producing an utterly abominable shell. . . . One can be absolutely certain that the propagandists, who invented this piece of subtle mendacity and gave it a start, which the truth may be unable to overcome, knew the immoral nature of their work. It gives us a better understanding of the German propaganda. That is something gained."

Three days after this amazing twisting of facts, the *Times* printed an article in which it was admitted that a protest had been made to the editor of the *American Machinist* against the publication of the advertisement before it appeared by a well-known German; that as a result the editor of the *American Machinist* wrote to J. P. Brophy, Vice-President and General Manager of the Cleveland Automatic Machine Company, suggesting that the horrors described as being caused by these shells might be toned down; and that, under date of April 26th, Mr. Brophy implied that he would make no change. Various equivocations and excuses for the "ad" were made. The President of the Cleveland Automatic Machine Company said that the objectionable matter had gotten in the advertisement in some ambiguous way by mistake. The advertisement had, however, been called to the attention of President Wilson's cabinet and a special investigation was made.

In a report to Edwin F. Sweet, Assistant Secretary of Commerce, Edward T. Quigley, Assistant Solicitor of the Department of Commerce, who conducted the investigation for the Government, reported that he had obtained an acknowledgment from the Cleveland concern that the advertisement appeared as it was written by that concern. This was in direct contradiction to the information received by the Department of Commerce from Arthur L. Garford, President of the Company, and Progressive nominee for Governor of Ohio at the last election. In connection with the New York *Times'* attack upon the Ger-

mans as having themselves, with ulterior motives, planned the advertisement, the verdict of Government officials is significant.

On the suggestion of Mr. Wilson himself, Secretary of Commerce Redfield rebuked the Cleveland Automatic Machine Company for its poison-acid shell advertisement, declaring in a letter addressed to Mr. Brophy:

"I accept without difficulty your suggestion that had you realized the normal resentment that this advertisement would cause, you would not have insisted upon it after your attention was called to the fact before it appeared that protest was made against it. It is, I confess, difficult for me to understand how any one who was not callous in a high degree could have drafted such a statement for publication with a view to selling his own wares.

"You urge the cruel and agonizing nature of death caused by certain missiles as an evidence of their effectiveness and suggest this as the basis of a sale for the machines which make these hideous things. At a time when every instinct of patriotism calls for calm and self-restraint, when sobriety of statement is almost a supreme duty, you, as you admit, to gain notice to an advertisement, draw a picture of human misery as a means of earning a profit through the sales of machines to produce it."

In reproving the *American Machinist* for printing the advertisement, Mr. Redfield said that publication "made a serious error, verging, to say the least, upon unpatriotic conduct."

Official reproofs seem to have little effect upon the publishers of the *American Machinist* in their capacity as propagandists of the war-making industry, and of munition buyers.

The *American Machinist* later sent out to the manufacturers throughout the country a form letter, couched in most adroit, ambiguous, and obviously non-compromising terms, drawing their attention to the shrapnel-making industry, and especially to a pamphlet giving full information about the making of shrapnel free of cost.

Thomas A. Edison, foremost among inventors and humanitarians, declared long ago that he considered it wrong and against all the principles of humanity for men of genius and invention to turn their abilities to the invention of devices meant for human destruction. Unfortunately, many are the scientists, chemists and engineers who, since this country went into the war business, have lent their gifts to the atrocious making of instruments of death.

The New York *Sun* reported the invention of a new explosive called "rochamboite," by F. W. Pugsley, a metallurgical engineer connected with the McKinley-Darragh Mining Company, of Perth Amboy, N. J. "The new destructive agent looks like a fine sand or powder, and when exploded in a shell it creates a heat of more than 2,500 degrees and throws molten metal just as the bullets in a shrapnel are scattered," said the *Sun*.

"A bomb loaded with eight ounces of this explosive threw this molten matter forty or fifty feet high, and when it fell into the sand the heat was so great that the sand fused.

"The metal when it hardens looks like small pieces of iron ore. It takes all sorts of shapes and sizes. Some pieces are the size of a finger tip, and others are several inches in diameter. *These pieces burn their way into anything they meet, and would inflict painful wounds.* An eight-ounce bomb recently exploded *tore a hole four feet deep and three feet in diameter in the earth.* It is exploded by a detonator, but Mr. Pugsley does not use fulminate of mercury. He says that the explosive can be manufactured very easily and

very quickly and handled very easily. This new explosive can be used in any shell or in hand grenades, and in a shrapnel shell it takes the place of the 350 bullets which are scattered by the explosion."

The *Sun* naively remarked that "the military attaches of the Allies, as well as the British and French purchasing agents in this country, *agree that this new explosive is better than anything that is now in use.*"

After months of secret experiment, a new military rifle has been perfected, according to the New York *Herald,* and their delivery to the Allies will steadily continue. The new rifle in some ways resembles the Springfield model, but is said to be simpler in construction. Months were required in the making of the necessary machinery for the turning out of this weapon. One concern in Connecticut has a contract for 400,000 of these rifles.

The *Herald* reported that the Savage Arms Company, of Utica, N. Y., had introduced a new military rifle "considered effective by the European powers." This weapon, the makers claim, is capable of sending a bullet to a greater distance than the military rifle used by the army of the United States. The manufacturers assert that its velocity, which is 3,000 feet a second, is 300 feet higher than that of the new Springfield United States army rifle, *and that greater accuracy of aim is possible with it.* In order to manufacture this new rifle a great investment of capital was, of course, necessary. Before the much-lauded, superior, accurate aim of this rifle, manufactured by an American concern, soldiers, in defending their country, will face death, and many undoubtedly will meet death—the victims of American weapons and American bullets.

Regarding the tremendous scope of the rifle-making industry in the United States, the New York *Herald* printed the following:

"*Practically the entire equipment capable of manufacturing rifles and small arm ammunition outside the Government plants in this country has been engaged under contract by the Allied governments. Even in the event of these contracts being cancelled for the purpose of replenishing war supplies of the United States Army, it would take at least six months to make over the tools and machinery, which for the most part is new and was designed especially to produce the regulation arms of the British, French and Russian services, and ammunition of similar calibre. The small arm of the United States service is of a different type.*

"Albert E. Newton, vice-president and general manager of the Reed-Prentice Company, of Worcester, Mass., and treasurer of the National Machine Tool Builders' Association, has been directly concerned, since the tremendous impetus which the war gave to the tool-making industry here, with the equipment of every plant in this country where arms and ammunition can be manufactured," reported the *Herald.* "The fundamental essentials of arms and ammunition manufacturers are the tools.

" 'Nearly every concern in the country which is equipped to produce tools for arms and ammunition plants has been engaged to capacity,' declared Mr. Newton in an interview for the *Herald.* 'This condition of affairs has continued for several months, and in most cases the tool building shops are busy twenty-four hours a day.' "

W. V. Vaill, of Providence, R. I., president of the National Machine Tool Builders' Association, in an interview for the *Herald,* said the impetus to the tool-making industry, following the commencement of hostilities in Europe and the resultant demand for ammunition here, has been considerable.

Charles E. Hildreth, vice-president and treasurer of the Reed-Prentice Company, of Worcester, Mass., and general manager of the National Machine Tool Builders' Association, characterized the status of the tool-making concerns of the United States as a result of the demand for war supplies as "buried up to the neck in business."

Ammunition manufacturers in the United States are making well above 16,000,000 rounds a day.

"By February, 1916, the workshops of the ammunition firms will be able to produce 20,000,000 rounds of rifle cartridges daily," said Mr. Hildreth.

"From these figures it will be apparent that the rifle and ammunition houses of this country, together with the manufacturing concerns which produced finished shells for heavy guns, are very important allies of the foreign nations who are purchasing the material. In a year from now the supply of rifle ammunition here will be more than three times what it is now, about 25,000,000 rounds a day."

An American concern, the R. D. Wood Company, of Philadelphia, is said to have equipped all of the shrapnel-making plants in Canada, as well as most of those who have gone into this business in the United States.

Captain Horace D. Tarr, General Manager of the Company, is authority for the fact that the United States is *now becoming proficient in the questionable industry in the making of shrapnel.* The New York *Herald* tells of Captain Tarr's presence at Hackensack, N. J., where, according to the *Herald,* he had charge of the erection of a new $5,000,000 war plant for the American British Manufacturing Company. Captain Tarr says that with special machinery and tools "Americans now have no difficulty in meeting special specifications for the Allied governments. *In fact, the United States surpasses in the making of shrapnel largely because it produces the best steel in the world."*

Not long ago a well-known English manufacturer, Hector J. Boon, declared: *"The Allies' only hope for winning the war lies in getting aid from the American manufacturers. American manufacturers should organize at once to produce 3,000,000 rifles and any quantity of cartridges. England is almost totally disorganized, and it is up to America to win the war for us."*

Is there any precedent in the history of the world for any one peaceful non-belligerent allegedly neutral nation becoming in fact and deed so great an ally in war of another nation to the disadvantage of its opponent? *Why should we allow our peaceful commercial interests to suffer?*

CHAPTER IX

NEW MARKETS NECESSARY

Since August, 1914, the Du Pont Powder Company, only one of the innumerable concerns engaged in the manufacture of powder, has increased its capacity so that it is to-day producing smokeless powder at a rate in excess of 150,000,000 pounds of powder annually. The output of the smokeless powder factories in the United States for the British allies, at the present time, exceeds 500,000,000 pounds a year. The degree to which this murderous business in the primal fuel of war has increased may be gauged from the fact that the extreme capacity of all American factories for smokeless powder

before the war was 15,000,000 pounds a year. And still the limit is not reached. Throughout the country enlargements are made to existing powder, explosive and shrapnel plants, facilities are being increased so that the output will leap month by month, and in addition millions are being invested in new plants.

Billions of rounds of cartridges are being manufactured, and for these special powders are produced. High explosive shells are made of chemicals of terrific explosive quality. Such chemicals as trinitrotoluol and toluol, which have never before been manufactured to a considerable extent in this country, are now being turned out in vast quantities, single shipments running into the hundreds of thousands of pounds.

With this frightful record in the manufacture of material designed to devastate nations and wither masses of humanity from the face of the earth, can the United States escape its share in the blame of the great war? Figures do not lie, and here are figures showing the increase in the export trading of explosives compared with corresponding months of the previous year:

	1913	1914
December	$272,534	$1,071,512
	1914	1915
January	310,636	1,228,096
February	374,877	1,133,615
March	235,049	1,176,904
April	269,647	3,428,216

Can Mr. Lansing contend that there is any precedent in all history of a neutral nation assisting in warfare to a degree such as this? During the first six months of the year 1915 contracts for upwards of 100,000,000 pounds of gunpowder were placed with the American manufacturers by the Allied governments, and hundreds of thousands of pounds are now being exported.

During the last week in August, 1915, according to a tabulation of shipments listed in manifests of the Custom House in New York, published in the New York *American,* the shipments from the port of New York of picric acid amounted to $54,900; gun cotton, $302,201; smokeless powder, $1,313,400, and trinitrotoluol, $176,000—a total export of the essential fuel of war of $1,847,200, as against no shipments of similar material in the corresponding week of 1914.

"That the actual export of the enormous orders for explosives did not actually begin until comparatively recently is indicated by the export figures just issued by the Department of Commerce," said the *American.* "In this report of the foreign trade with the United States for the fiscal year ending June 30, 1915, it is shown that the amount of explosives shipped was valued at $41,476,188, comparing with an export of $6,272,197 in the preceding year. *More than one-fourth of this total was shipped during June, the export that month of acids and high explosives amounting to* $11,689,744. This is nearly twice the amount of acids and explosives shipped in April.

"Of $5,091,542 worth of gunpowder shipped to the warring nations in the year ending June, $3,234,540 worth—or over half—was shipped in June. The last year saw an increase in the export of chemicals of more than $19,000,000."

It was said that by June the Allies' purchasing agents had concluded buying most of the cotton they needed. Despite this, Great Britain is attempting,

by her high-handed embargoes, to thwart American trade and destroy our neutral cotton business by holding up cotton to other nations. Having contracted for the cotton she needed for war purposes, Great Britain's agents then turned their attention to the procuring of high explosive acids. Gun cotton, the most generally used explosive, is manufactured by treating cotton with nitric and sulphuric acids. The price of the finished material leaped to 75 cents per pound on contract, the high price being explained by the fact that new plants had to be equipped for guncotton manufacture. To equip their plants and cover the cost of nitric and sulphuric acids, the manufacturers explained the increase of about 22 cents per pound for cotton. An example of the tremendous export of acids is afforded by the fact that nearly 32,000,000 pounds of sulphuric acid were exported from the United States in ten months up to the first of May, 1915, as against 10,892,000 pounds the corresponding period of the previous year.

Estimates as to the amount of cotton consumed in explosive manufacture range from 1,000,000 to 3,000,000 bales. A report issued by Allan H. Fay, of the United States Bureau of Mines, states that 450,251,489 pounds of powder, or 225,226 short tons, were manufactured during 1914. About 250,000,000 pounds of this were black powder, in which cotton is not an ingredient. This leaves 250,000,000 pounds into which cotton entered. On this basis the powder mills of the United States absorbed 250,000 bales of cotton, including linters. American powder mills are to-day turning out three to four times as much powder as was the case in 1914. The output would be at the rate of 750,000,000 pounds, which would indicate a consumption of 300,000,000 pounds or 600,000 of cotton. Another rough guess assumes that if United States plants are turning out one-sixth of the total gunpowder now being utilized, a roughly correct estimate of cotton consumption would be 2,400,000 bales for the explosive trade alone.

The demand for picric acid exceeds the supply. This acid is used by the Allies in their shells. Because of the higher price obtained for this acid, chemical manufacturers are devoting to its manufacture chemicals which would ordinarily go into the making of aniline dyes. This condition has upset the chemical trade and has seriously hurt the textile industry. The New York *Evening Post* quoted a manufacturer of chemicals for war munitions as saying that if he could produce such a quantity he could sell 10,000 tons of picric acid before sundown of any day in which it was produced. This same authority said he knew of six picric acid contracts, each of which was as big as the complete consumption of dyestuffs in the United States for the entire year. Inasmuch as picric acid has been selling from $1.10 to $1.50 per pound, most of the producible phenol—the chemical name of carbolic acid, one of the intermediates in dye manufacture—is being used as fast as it can be produced in plants making picric acid. Picric acid, it may be explained, is made from nitric, sulphuric and carbolic acids. Nitric and sulphuric acids, because of this demand, are double their ordinary price.

Benzol has risen from 15 cents a gallon to 75 cents. Toluol, one of the first products recovered from coal tar and essential in the manufacture of aniline dyes, is used with nitric acid in the manufacture of that terrific explosive trinitrotoluol, which goes into the manufacture of shells. Toluol, which costs 50 cents a pound to make, is selling to ammunition manufacturers for $1.50 a pound. Trinitrotoluol, which ordinarily costs $1 a pound, has risen to $8.

Late in April the General Electric Company received a commission from the British Government to place orders for 40,000,000 pounds of trinitrotoluol, 20,000,000 pounds of guncotton and 5,000,000 pounds of picric acid. A recent order reported by the New York *Herald* was for 2,000 tons of picric acid, at a cost of approximately $6,000,000. It must be borne in mind that while these figures involved are large and may indicate that this country is waxing prosperous in the atrocious industry of human destruction, that the number of concerns—compared to the great number of industries, especially the textile industries which are hurt—is comparatively small.

"There is no chance for improvement in the dye situation," declared Mr. I. F. Stone, president of the New York Aniline and Chemical Company, "until the market is adjusted so that part of it be directed to the making of dyes; that is, if some of the products used by large steel manufacturers, presumably to gain part of the orders placed for explosives, should be turned over to the dye manufacturers that the strain might be relieved."

Just how this situation works out is found in a report published in the Boston *Transcript.*

"Picric acid is made from benzol, itself a by-product of the coking process. The New England Coal and Coke Company for some years had been producing over 4,000 gallons a day of benzol," says the *Transcript.* "This was used by the Merrimac Chemical Works, making a yellow dye, cheap in price and a fast quality. With picric rising in price from 40 cents a pound to $1.80 a pound, the Merrimac Company stopped making this yellow dye in order to manufacture picric acid. In order to increase the output of this acid, it erected a new plant at Stoneham, Mass.

"The output of plants that were already making benzol, such as the Solvay Process Company, at Syracuse, has been greatly enlarged, and besides many not very conspicuous plants, the business of recovery has been taken on a large scale by every plant of the United States, and Carnegie Steel Companies, by the Woodward Iron Company, near Birmingham, Ala., and by the new Edison plant there."

When this terrible war is over, for what will these plants, built, enlarged and equipped for the making of smokeless powder and explosives, be utilized? How will the interests continue to earn dividends on the millions of capital invested? If the manufacturers cannot make dyes at a profit for home consumption, how will they continue to thrive when the market for picric acid is exhausted? Considering the powerful interests back of the war-making industry—interests headed by J. P. Morgan and Company—is it logical to assume that these plants will close, that the expensive machinery will lie idle? Is it not a pertinent problem for the consideration of President Wilson and Secretary of State Lansing? There are no precedences in history regarding the development of a war-making trust of such magnitude and import. *By wars alone and the making of wars will all these concerns continue to reap their profits.* If the directors and stockholders of these concerns have now no compunction in profiting by the European carnage, are they to be expected to refrain from promoting and instigating wars through secret agents and by subtle propaganda in the future? We have had a single instance of such maleficent propaganda under the regime of Theodore Roosevelt, when, with a political purpose in view, a craftily managed propaganda was carried on through the American press stimulating a war scare regarding Japan.

With the legitimate commerce of this country practically destroyed by

Great Britain's hold-up of our neutral sea trade, ships are steadily going forth from our ports carrying cargoes of fire and death. Great Britain forbids our manufacturers to sell rubber, cotton, copper and meat to neutral countries. Yet she depends on our war magnates to supply her with means of waging war, and in addition attempts to borrow American money to finance her war. While the United States submits to England's hold-up of cargo ships, we permit ships to sail forth daily with the fuel that is feeding the world's most terrible war.

It is a matter of official record that suffocating gases were first used by the French. Their intention was to use suffocating gases as a weapon of war, just as other machines of war are used. Recalling these charges of frightfulness against the Teutonic armies, it is pertinent here to state that several concerns in this country are engaged in manufacturing chlorine, from which these gases are made, and that the British Allies have agents in this country buying up this chemical.

That France first used asphyxiating gases is proved by instructions given for the systematic preparation of this means of warfare, issued by the French War Ministry, under date of February 21, 1915.

By the first of July, 1915, the contracts for smokeless powder received by the E. I. Du Pont de Nemours Powder Company were said to exceed $200,000,000, with a provision that a bonus should be given on the early completion of orders. The first week in July, the Du Pont Company was awarded a contract for $160,000,000 worth of powder for the Russian Government. The amount of the bonus was to vary according to the earliness of delivery, and it was reported that the company possibly secured a premium of as much as 33⅓, or $20,000,000. Early deliveries of the powder were specified by the Russian Government as being imperative, and it is to be assumed that whatever offensive the Russian armies may take in the future will largely be accomplished by American powder. The largest order received by the Du Pont Company was reported the second week in August. This was for 65,000,000 to 70,000,000 pounds, according to reports for the British Allies. Large orders for guncotton are also said to have been received.

In order to expedite the manufacture of powder, the Du Pont Powder Company has been investing hundreds of thousands of dollars in new plants, and has been adding thousands of employees to its force. The rise in value of the Du Pont properties in Wilmington, Del., is said largely to account for the rise in the official assessment of the wealth of Wilmington from $75,000,000 to $225,000,000. Since the war began it is reported that the fortune of the Du Pont family has been trebled.

We would again ask to what the tremendous new plants of the Du Ponts will devote themselves when the European war is over? In addition to the erecting of new plants for smokeless powder, the company operates smokeless powder plants at Carney's Point, N. J., and Haskell, N. J.; dynamite plants at Ashburn, Mo.; Barkadale, Wis.; Du Pont, Wash.; Emporium, Pa.; Hartford City, Ind.; Louviers, Colo.; Gibbstown, N. J.; Lewisburg, Ala.; blasting powder works at Augusta, Colo.; Oliphant Furnace, Pa.; Nemours, W. Va.; Connable, Ala.; Moar, Ia.; Patterson, Okla.; Wilpen, Mich., and black powder plants at Brandywine, Del., and Wayne, N. J.

The company has also acquired the properties of the Fabrikoid Company, at Newburg, N. Y.; of the Hamilton Powder Company, at Montreal, and the International Smokeless Powder and Chemical Company.

Three years ago the company purchased 1,500 acres at City Point, Va., where it intended to erect a dynamite plant. The ghastly opportunity offered by the European war changed the company's plans, and there is now a munitions plant in which thousands of men are employed on night and day shifts, turning out guncotton and smokeless powder.

This plant represents an investment of approximately $6,000,000, and gives employment to more than 3,000 men. Five thousand extra hands were recently hired, bringing the total number of men up to 15,000, who are working on shifts, night and day, for the purpose of rushing this building operation.

An old plant extending for several miles along Brandywine Creek, Del., west of Wilmington, which had been idle for some time, was rehabilitated and is now running to its full capacity. New buildings are being erected and machinery installed. In the old building more than 3,000 men are employed. The president of the company, Pierre S. Du Pont, in his recent annual report, said that the new constructions necessary to meet war orders would require an expenditure within a year of $5,000,000 or more.

Will American citizens consider the question as to how Mr. Du Pont and his associates will manage to make their interest on this $5,000,000 invested when the European war is over? Again we repeat that only by war and the making of wars can these industries, equipped with specialized machinery adapted to the sole purpose to which they are now devoted, continue to thrive.

An investment of nearly $3,000,000 has been made in the construction of a single mill for the manufacture of zinc and sulphuric acid in the Pittsburgh district by the United States Steel Corporation. The Steel Corporation, under the name of the Minnesota Steel Corporation, has built at Duluth, Minn., a mammoth plant at a cost of $13,500,000.

The tremendous demand for explosive chemicals caused the organization of another large war plant in Connecticut. This is the Middlesex Chemical Company, incorporated with a capital stock of $1,000,000, $250,000 preferred and $750,000 common stock.

There is now in operation at Chester, Conn., a plant for the manufacture of phenol and other acids. The J. P. Devine Company, of Buffalo, which has installed many chemical plants, completed the Chester plant. The present production of the plant is said to be about two tons of phenol per day, and arrangements are being completed to have in operation the largest phenol plant in the United States.

August Belmont & Co. are fiscal agents for the Middlesex Chemical Company, Inc., and E. Mora Davison and J. J. Coakley are connected with the Belmont firm.

The Ball Grain Powder Company was incorporated in Wilmington, Del., to manufacture explosives, according to the *Journal of Commerce*. Ernest Du Pont is head of the new company.

A huge plant for the manufacture of war acids was built at Colquite Creek, Md., according to the Baltimore *Sun*.

The Hercules Powder Company, which has plants in New York, Ohio, Connecticut, Wisconsin, Kansas, California and New Jersey, is reported as having contracts totaling upwards of $20,000,000.

The Aetna Explosive Company has received contracts aggregating upwards of $30,000,000. The vast ramifications of this concern may be gauged by its plants, which are as follows:

Name	*Product*	*Location*
Aetna	High explosives	Aetna, Ind.
Aetna	High explosives	Fayville, Ill.
Aetna	Electric exploders	Xenia, Ohio
Miami	Black powder	Goes, Ohio
Miami	Black powder	Thebes, Ill.
Keystone No. 1	High explosives	Emporium, Pa.
Keystone No. 2	High explosives	Emporium, Pa.
Keystone	High explosives	Simamahoning, Pa.
Brewster	Electric exploders and detonating cap	Kingston, N. Y.
Brewster	Fulminate of mercury	Prescott, Ont.
Jefferson	High explosives	Birmingham, Ala.
Pluto	High explosives	Ishpeming, Mich.

The new plants, erected or now in course of construction, for the manufacture of smokeless powder or explosive ingredients, are as follows:

Location	*Product*	*Capacity (Lbs. per day)*
Emporium, Pa.	Picric acid	25,000
Emporium, Pa.	Smokeless powder	25,000
Mt. Union, Pa.	Smokeless powder (2 units)	50,000
Mt. Union, Pa.	Picric acid	25,000
Aetna, Ind.	Guncotton	40,000
Heidelberg, Pa.	Trinitrotoluol	15,000
Oakdale, Pa.	Trinitrotoluol	15,000
Noblestown, Pa.	Diphenylamin	...
Pittsburgh, Pa.	Toluol and benzol	60,000

The mills at Emporium, Pa., were pushed to rapid completion, according to reports. Thirty-two buildings were completed. In addition the company secured control of the three Howard dynamite mills there, where it is manufacturing picric acid and nitric acid. The output of the picric acid plant is said to be 125,000 pounds a day and that of the nitric acid plant is said to be 175,000 pounds a day.

Along the Juniata River, one mile from Newton, Hamilton, Pa., the Aetna Company completed a plant covering 425 acres, at a cost exceeding $1,000,000. There it manufactures guncotton and acids, and is turning out at the present time, it is reported, 150,000 pounds of smokeless powder daily. Fifty dwellings were erected to accommodate part of the force of 16,000 men working in the plant. Barracks have been erected along the river to house 150 picked men who police the place.

This traffic in the tools of death should be stopped on principles of humanity and neutrality above all. It should be stopped secondly in order that the peace of this country and other nations may not be menaced by the financial interests which have invested millions in war-making industries. The Government should control all munition plants, thus insuring this nation and the world against future wars fomented by the War Trust now fattening on bleeding Europe.

CHAPTER X

THE SLAUGHTER OF THE HORSE

SINCE the beginning of the war in Europe the United States has furnished the armies of the Allies nearly 500,000 horses and mules for service in the field, according to estimates credited to Department of Agriculture officials. The sum paid for these animals probably exceeds $100,000,000. If it be remembered that the life of a horse or mule at the front in this war is estimated at from three to ten days, the appalling significance of these figures, the glut of greedy cruelty expressed by them, cries aloud.

Imagine the bewilderment and terror and suffering of the thousands of poor beasts—next to the dog, the animal closest to man, and his faithful, loyal, tireless and efficient servant—on the bloody fields of Poland and France. Picture them, taken from the farms where they were useful and happy and might continue to be useful and happy, to suffer terribly in those shrapnel-swept lands and die ghastly deaths, screaming in their agony. And all for the sake of the dollars in it!

Truly, this is a spectacle. A generation ago this country wept at equine suffering depicted in "Black Beauty," that epic, the "Uncle Tom's Cabin" of the horse. In those days a docked tail became a badge of shame, blinders the mark of hopeless moral astigmatism, the check rain the standard of callous viciousness. Societies organized a great relief work, school children wore badges and made the lives of teamsters a day-long penance, elderly ladies sought evidence of inhumanity. Pulpit and platform, schoolroom and lyceum resounded with preachments of kindness and understanding.

Why are these voices stilled now? Who speaks forth now when daily from our ports ships carrying hundreds of horses begin what is for their living freight truly and inevitably a voyage of death? Is it possible that these thousands of dollars really do make a difference in our outlook? Do we quite calmly send battalions of Black Beauties to death as long as we are paid cash for them? And can we remain ever blind, not only to the shameless hypocrisy of our attitude, but to the wicked cruelty we sanction by our silence?

There have been more horses used in this war than ever before. France requires nearly half a million for her armies constantly. England fully that amount, and Russia, owing to the inadequacy of her railroads and ordinary roads, uses more than a million, not to mention those employed by the Italians and in the Balkan campaigns. *It is conservatively estimated that in the first sixteen months of the war more than two million horses were killed!*

The problem of making good these losses is becoming a very serious one. The United States is the greatest horse and mule country in the world. Next ranks Russia, and together the two produce 58 per cent. of the world's supply. France and England, with their colonies, cannot command a fourth of that total. The Russian supply is not available for many reasons, and France, England and Italy must, to meet their constant pressing needs, look to the United States. How pressing these needs are, and how rapidly we are getting rid of our horses, is shown by the following figures:

In the month of June, 1914, we shipped to Europe $205,000 worth of horses and mules. *For the month of June,* 1915, *we shipped to Europe* $10,636,000 *worth, an increase of fifty times.* For the fiscal year ending June 30,

1914, the total value of our exports of horses and mules was $4,079,000; for the year 1915, $76,772,000. *And Department of Agriculture officials estimated that during the ten months ending in April,* $58,000,000 *worth of American horses and mules had been killed!*

That is, every month more than 75 per cent. of our total export of live stock are killed within a short time of landing. The customs house figures made public cover only a period of from four to five weeks before the date of publication, and under the new system of invoicing give little definite information. But from the figures available it is estimated that the monthly exportation of horses and mules is approximately $10,000,000 in value, and the increasing demand and greater willingness of the inspectors to pass animals hitherto rejected indicate that the mortality rate of 75 per cent. has not lessened. Demands of foreign buyers are daily growing greater and their standards lower. The proof of this lies in the fact that the selling price has steadily increased.

In the early days of the war, according to the St. Louis *Republic,* 1,000 horses a day were sold to the agents of the Allies, Belgium taking in one order 10,000, at an average price of $135. This was the standard price up to the summer of 1915. Then the prices began to jump.

In September the Hazel-Darnelle Mule Company, of Memphis, Tenn., was reported to have accepted a contract to supply the French army with 10,000 horses at an average price of approximately $200 per head. Dealers in Memphis say that the supply of good all-purpose work horses is being reduced as never before, and that the full effect of the large foreign purchases is already being felt in our domestic trade.

In Kansas City, Thompson & Robinson closed a contract with the French Government for 26,000 artillery and cavalry horses at a price said to be between $5,000,000 and $7,000,000, an average price of more than $200 a head, an increase of 50 per cent. over the price in the first months of the war.

Recently a British contract was placed in Chicago for 10,000 horses. The price had risen from $135 a head to $275 a head. John Bull is a cautious buyer. If he finds himself compelled to pay an increase of 100 per cent. it means that the supply in sight is diminishing rapidly.

The great horse markets of the United States are in the Middle West, and East St. Louis, Kansas City and other centers have been the chief sources of supply for the buyers of the Allies, although several big contracts have been placed in the East.

The National Stock Yards in East St. Louis have furnished many animals. A large proportion of these sales are and have been made by the commission firm of Holland-Nugent-Maxwell Bros., the contracts being undertaken in the name of T. N. Holland, the senior member of the firm.

"Ras" Pendleton, of the firm of E. D. Pendleton & Sons, explained the St. Louis dealers' view of the situation as follows:

"In the territory from which the National Stock Yards draws most of its business there are three million farms. On every farm there are horses, and in many farms a horse can be spared."

It would be pertinent to inquire of Mr. Pendleton how long he thinks this supply will last if we export 50,000 horses a month and 40,000 of them are killed within a few days? There is a limit to our surplus stock.

In Philadelphia, among others, Paul Connely, of the Bull's Head Bazaar,

3730 Market Street, according to the Philadelphia *Evening Ledger,* is under contract to supply the French Government with 80,000 head.

From as far west as Colorado come reports of heavy purchasing of horses. In Denver daily sales for several months averaged 300 head, and both Great Britain and Italy have been steady purchasers, Great Britain being reported to have spent already several million dollars.

The touch of downright brutality is lent by Belgium, which is purchasing little Shetland ponies to replace the dogs killed dragging machine guns and light cannon. The Belgian Government was unwilling to pay the market price for Shetlands, which are rather a rare breed, and C. E. Burm, of Peoria, one of the greatest breeders in the West, refused to consider the offer of sending the "child's horse" in the trenches. The Belgian Government sought 600, and if the order was filled, many a little owner was deprived of his pet that it might become cannon fodder.

Theodore and William Enders own a ranch at Soda Springs, Idaho, and being good American citizens of German thrift and industry, they make money out of it. They specialize in raising horses for the market, and recently they had a herd of 500 fine head.

One day a horse buyer appeared in the neighborhood and was directed to the Enders ranch. He was a good judge of horses, had plenty of money and did not haggle over prices. After examining the lot he selected fifty likely looking animals, and they were confined in a corral awaiting the first lap of the long journey over the hills that were to know them no more. Just as the price had been agreed on and the money about to change hands, a question came to the mind of Theodore Enders, and he put it to the buyer.

"What are you going to do with the horses?" he asked.

"I'm buying them for the French Government," replied the intending purchaser.

And then came the order simultaneously from Theodore and Bill:

"Hey, boys, let down the bars and run those horses back to the hills. *We're neutral.*"

It is the easiest thing in the world to be neutral if you have the inclination and the other fellow's number.

The handling of the huge droves on their long journey to the battlefields—and speedy death—is frequently marked by cruelty, abuse and neglect. James D. Merriman, an attorney of New York, acting for the Anti-Vivisection Society, lodged a complaint with the Department of Commerce against the manner in which horses are shipped.

"The handling of horses under the present method must result in great cruelty," he said. "We have made a thorough investigation of the matter and found conditions bad enough to warrant immediate action on the part of the Federal authorities. The horses are crowded into freight cars with barely enough space to move an inch in any direction and are kept in these quarters from seven to twelve days. Transshipped to the steamship on their arrival at the Atlantic port from which they are to be shipped, they are practically wedged in. Many of them undoubtedly die on the voyage, but the loss is overlooked."

Cruel, wanton and wasteful as this sacrifice of horseflesh is, the wicked condemnation of hundreds of thousands of useful beasts to a speedy, violent and purposeless death, the economic injury to this country is approaching a

point where action must be taken to stop it for our own sake. The Rochester *Post Express,* commenting on the matter says:

"A horse famine in this country is a disquieting possibility at the end of another year of war. The ranch horses of the West are nearly gone already. The average price has risen from $100 to $200 since the war began, and animals are taken now which would not have passed inspection when the war broke out.

"We could spare this ranch stock very well since the industry of breeding better animals has revived during the last decade. But great inroads are now being made on the farm supply, the price of such colts having practically doubled within the last few months."

In the South the effect has been particularly severe. A dispatch from Atlanta, Ga., to the Philadelphia *Public Ledger* says:

"It is estimated that in some parts of the farming section of Southern Georgia, which is not a stock-raising state, the number of farm animals has been reduced almost ten per cent. as a result of war orders. This will be reflected in a reduction of crop acreage."

Canada has stopped the export of horses. C. J. Fitzgerald, of London, Ont., president for many years of the Brighton Beach Racing Association, was quoted by the New York *Times* as stating that the United States is nearly stripped of good horses and confronts a serious situation. While Canada was almost denuded of horses, the evil has been stopped by prohibiting the sale of animals for war use.

What end and purpose does this whole business serve? Our humanitarian sentiments are outraged; our own farmers are suffering from a lack of draught animals necessary for the tillage of their fields; Shetland ponies are snatched from their little masters and mistresses; we have to pay in our own markets for our own native horses prices ranging from 50 to 100 per cent. advance—what end and purpose does this serve save to satisfy the money grabbing instincts of our "neutral" dealers? In no other branch of all this hypocritical "war business," this Pecksniffian thing of being blood guiltless—although we supply the tools and instruments of killing—because our own hand does not pull the trigger that lets blood, is the repellant sordidness, the shameless money lust that is the base and structure of it all so pellucidly revealed.

No smug phrases can cover this trade. The man who sells horses to the Allies knows that those horses are going to die frightful and agonizing deaths within a few days of his banking the money he gets for them. There is no chance of argument about it. There are the figures. And the callous viciousness of it has been so apparent that not one word has been uttered in its defence.

How much longer is our national honor to be besmirched, our national conscience to be stultified by bleating phrases about a mythical fairness to all while we cheerfully and most profitably do our utmost to bolster up braggard aggressors? We cannot bleat about the horse trade.

CHAPTER XI

THE MURDER MOTOR-TRUCK TRADE

Although modern warfare destroys horses on a ghastly and unprecedented scale, the fighting now devastating Europe is to a very large extent carried on by means of instruments which represented the highest achievements of mechanical devices, and the nicest adaptations of scientific principles to practical uses. This war is the war of the machine and those machines fall easily into two large groups—machines of percussion and machines of transport. As precision, range and power are the requisites of the first, so self-propulsion, untrammelled freedom of movement, and above all speed, are the requisites of the second class. Typically, the ideal machines of transport are the submarine, the torpedo carrier, invisible and swift; the aeroplane, the scout carrier, whose range is all the air and whose speed the gale, and the motor vehicle, the carrier of everything for land warfare from troops to the monster guns, from food to shells and handbombs, the finally indispensable machine that makes modern fighting possible.

Since the war began, the United States has exported to the Allies submarines, aeroplanes and every known kind of motor propelled vehicle. These have been, directly and indirectly, every whit the means of death that shot, shell and powder have been. They are contraband, absolute contraband. They are munitions, as indispensable as cordite and barbed wire, and neutral American trade in these tools of slaughter has been huge.

Our export trade to Europe before the war in motor vehicles was not large. Submarines have not hitherto been classed as articles of ordinary commerce. Our foreign trade in aeroplanes was almost nil. Now consider these figures: The total value of our exports in motor vehicles from all our ports in October, 1913, was $1,793,222. The value of motor exports *from the port of New York alone* for the first twenty days of October, 1915, was $5,594,788.

We had no exports of submarines before January, 1915; since then the value has been in the millions. The boats are shipped in sections to Canada and thence to Great Britain. How many there have been, and what they cost the Allied governments, is known only to Mr. Schwab and kindred souls.

The value of our aeroplane exports in October, 1913, was exactly $10,000. In October, 1915, it was estimated at more than $1,000,000.

American neutrality in the munitions business has certainly one tremendously powerful advocate—dollars. Let us examine this magic symbol as it affects the automobile trade more closely. As was noted above, the exports of motor vehicles from this country in October, 1913, had reached the figures of $1,793,222. The war broke out in August, 1914. Three months later, our motor exports had reached the value, for the month of October, 1914, of $2,965,351, an increase of almost $1,250,000. One year later, from the port of New York alone, in twenty days, more than $5,000,000 worth of motor vehicles were exported, an estimated total of $8,000,000 for the month, a gain of nearly 200 per cent. over the preceding year, and more than five times what it had been two years before. Truly that infant industry has grown big on blood.

The following table shows that growth, month by month, during the early

months of the war, and in parallel columns, what our motor exports were valued at for the corresponding months of the preceding year:

	Passenger Vehicle	Truck	Passenger Vehicle	Truck
1914			1913	
October	678,387	228,676	166,371	12,950
November	634,659	2,244,518	1,167.726	105,501
December	998,698	3,387,729	2,052,484	100,660
1915			1914	
January	1,313,152	2,545,527	2,174,392	74,491
February	1,785,334	3,022,482	2,378,494	83,461
March	1,958,302	4,725,563	2,984,915	63,932
	7,638,529	18,212,783	12,930,727	557,551
	5,562,198	17,655,232		

The total exports of motor propelled vehicles from October, 1913, to March, 1914, was $13,488,278; from October, 1914, to March, 1915, $25,581,605, a gain of more than $12,000,000. But of even greater significance is one other comparison. The export of passenger vehicles fell off $5,562,198, whereas the motor truck trade gained $17,655,232. This is a vital point.

To return again to the study of financial statistics in regard to this growth in the motor car trade. *The Horseless Age,* a journal devoted to the automobile industry, has from time to time published figures showing the growth from another angle. The following is a resume of its conclusions:

In the twelve months ending December, 1913, the total exports were $38,841,376; for the twelve months ending December, 1914, the total was $38,573,360. The year 1914 witnessed many strange turns in the automobile business. Beginning with May, exports began to dwindle rapidly, and from July to September, practically ceased. Then the war orders began and the business doubled, but not enough to make the total trade equal to that of the previous year.

In January things began to change. In the seven months up to January, 1914, the value of exports was $19,429,062; for the same period a year later the value was $21,876,036—the revival had begun. By March it was swinging into its stride for the nine months ending March, 1914, American automobile exports were $26,971,734, and for the same period ending March, 1915, they had climbed to $36,417,512, a growth of $10,000,000. And, with the commercial conditions of the world what they were, the greater part of this growth was indubitably due to war orders.

By April the statistics let the cat quite all the way out of the bag. For the ten months ending April, 1914, our total auto exports were $30,860,043, whereas for the same period ending April, 1915, they reached the huge figure of $47,164,227, an increase of seventeen millions! This sum tallies closely with the seventeen million dollar increase noted in the table. That increase was due to motor trucks. *And motor trucks mean tractors, gun carriages and other modern Juggernauts!*

That increase has kept its own. In June, 1914, for instance, we exported $2,465,000 worth of motor vehicles; in June, 1915, $14,530,000 worth, an increase of $12,038,000. For the twelve months ending June, 1914, our total motor car exports were $33,198,000; for the year ending June, 1915, they were $68,107,000, an increase of $34,909,000. Taking into consideration prevailing conditions in July, August and early September, 1914, this figure

of $34,909,000 represents the value of our huge motor truck exports, minus the big losses sustained in the business of exporting passenger cars, which fell off certainly more than one-half. It would be a conservative estimate to place the increased value of our motor truck exports at $50,000,000, and practically all in the nine months beginning October, 1914.

Statistics are dry reading, simplified as these are, but they have been necessary in order to bring out the great increase in the automobile export industry, despite the fact that half the civilized world is torn with war, and the other and even more important fact that the increase has been due altogether to an extraordinary boom in the business of manufacturing auto trucks. Let us now pause a moment and refresh ourselves with a little philosophic inquiry which may lead us to a clearer knowledge of just what American business "neutrality" actually is, what a nice kind of ethics it is, and above all, how in the language of Captain Kidd, late of the Spanish Main, "It maketh the yellow boys clink, clink, clink!"

W. F. Bradley, European representative of *The Automobile,* writing in the July 14th issue of that publication, describes one phase of the purpose which the truck trade serves. He says in part:

"After several months spent in France and Belgium in the respective interests of the Jeffrey and the Knox Companies, H. C. Hill and H. F. Blanchard will sail from Bordeaux for New York. Mr. Blanchard has demonstrated the Knox tractor to the French army authorities, and after tests on gradients officially certified to have 12.16 and 19.7 per cent., has convinced the authorities of the value of his vehicle and has been given the desired contract. Mr. Hill is leaving behind in France about 2,000 Jeffrey quads and trucks and fifty Jeffrey quads in Belgium. In addition, England has 100 and Russia 400 quads.

"The French Government has formed twelve batteries of 75mm. guns on Jeffrey quads. The 75mm. guns, for which an American motor truck forms the foundation, is that particularly deadly French field piece, which has proved one of the most effective weapons of the war."

So, again, the motor truck is used to carry men to the trenches, and carry those who are left back again—for a rest before taking another chance at death. And the aeroplane division, air men who direct the fire of the big guns, finds a most efficient ally in the motor vehicle.

One issue of *The Automobile* chronicled the following: Large war orders have been received by several truck manufacturers. The Thomas B. Jeffrey Company, Kenosha, Wis., received an order for 1,250 trucks from the French Government. These have practically all been delivered, and consist of 200 Jeffrey quads, 1,000 ¾-tonners, and fifty 1½-tonners. The Jeffrey factory is working night and day on three eight-hour shifts, and has been for several weeks past.

The White Company has received an order for 300 tank trucks for the Russian army, to be used as tenders for the active vehicles at the front and for the transportation of gasoline to the bases. The order will amount to about $1,000,000. The trucks each have a capacity of 1,200 gallons of gasoline and 300 gallons of oil. It is said that the White Company recently filled a similar order for the French.

It is reported in Cleveland, unofficially, that the Peerless Company has received war orders to a total value of $6,000,000.

In the early part of May the Morton Truck and Tractor Company, Harris-

burg, Pa., acquired facilities to begin work on tractors, trucks and armored cars to the value of $1,200,000 for the Russian and British Governments. Arrangements were consummated with the Harrisburg Manufacturing and Boiler Company for manufacturing space.

The Gramm Motor Truck Company has closed contracts with the British Government for trucks valued at $2,000,000. A representative of the British Government is said to be supervising the construction at the company's plant in Lima, Ohio.

The Locomobile Company of America, Bridgeport, Conn., which is building a large addition to the plant, recently took an order for 500 trucks and several hundred officers' pleasure cars, for Russia and Great Britain. The company also has a large order for France. At the plant there are three British, three French and the same number of Russian officers inspecting every car that is turned out for their countries, reports *The Automobile.*

Foreign shipments of motor trucks, aggregating in value more than $700,000, have been made by the Kissel Motor Car Company, of Hartford, Wis., reports *The Power Wagon.* Advices received by the company from abroad and from American agents of European governments, indicate that even greater business will soon be placed and that Kissel Car motor trucks will be specified in a large portion of it.

The Kelly-Springfield Motor Truck Company, of Springfield, Ohio, obtained an order for nearly $1,000,000 worth of motor trucks for the Canadian Government for war purposes. The contract, it is stated, was originally offered in equal parts to three companies, but two of them insisted on higher prices than the Kelly-Springfield Company quoted and the contract was held up until the Canadian authorities decided to give the entire order to the lowest bidder, says *The Horseless Age.*

The Republic Truck Company, Alma, Mich., closed a contract last week with the Anglo-American Export Company, Ltd., of London, England, for three hundred Republic trucks, to be delivered during the year 1915, reports *The Automobile,* which continues:

"The Four Wheel Drive Auto Company, Clintonsville, Wis., has booked orders for 130 four-wheel drive army trucks for immediate delivery, and is working its plant with increased capacity. The exact source of the big orders recently booked is not revealed, but is supposed to be for both American and foreign army account. That the Gramm Motor Truck Company has taken the order placed with the Willys-Overland Company by representatives, it is understood, of the Russian Government for 2,000 ¾-ton Willys utility motor trucks, is a current report. These trucks to be of practically the same design as the Willys-Utilities, which were produced by the Willys-Overland Company at the Lima plant."

An order for 1,000 four-cylinder motors has been received by the Port Huron Construction Company from the Regal Motor Car Company, Detroit. Another order for a large number of eight-cylinder motors for the same company has also been received. Both motors were designed by Sidney G. Jenks, general manager of the local manufacturing concern.

An order for 300 armored motor trucks, totaling $1,500,000, has been placed by the Russian Government with the Morton Truck and Tractor Company, according to *The Automobile.*

According to *The Horseless Age,* the Allied Governments somewhat

euphemistically referred to by that publication as "foreign governments," were using, among others, the following makes of trucks:

White	Locomobile	Sterling
Peerless	Kissel	Chase
Packard	Overland	American Saurer
Pierce-Arrow	Federal	Autocar
Jeffrey	Garford	Gramm
Kelly-Springfield	Standard	Knox Tractor

And in this roster does *not* appear the name of the Chase Motor Truck Company, of Syracuse, N. Y., of which *The Automobile* says:

"At a recent meeting of the directors of the Chase Motor Truck Company, it was decided that this company would not accept any future business for motor trucks to be shipped to the warring nations."

All honor to these men, whose sense of honor is not dulled by money or fine phrases.

Reviewing the war business in motor vehicles, *The Motor Truck,* in a recent issue, said:

"Due to its war orders, France has become the second largest customer of the United States in motor vehicles, although before the war her buying here was negligible. Great Britain is the largest customer, taking practically double the amount it bought last year. *Germany has been cut off from commerce, and we have exported only* $20,164 *worth of automobiles to that nation, as compared with* $677,347 *last year."*

A striking comment on our "neutral commerce."

Equally illuminating is the brief news item which appeared in the Boston *Journal,* in part as follows:

"The Studebaker Corporation's war orders exceed $20,000,000, the major part of which has been executed. These orders were received from English, French, Russian governments, and were for automobiles, vehicles and harness.

"The corporation is free from bank debt except for approximately $3,000,000 notes, and has $7,000,000 in the bank. The earnings on the common stock are running at the rate of well over 20 per cent. per annum."

Twenty per cent. per annum! What was the interest on *thirty pieces of silver?*

These news items and lists convey but an inadequate idea of the extent of this American business that in the first nine months of war much more than doubled its foreign trade. Let us summarize the main facts. The foreign trade in motor trucks that has swelled the volume of business by millions of dollars and made 20 per cent. an easy dividend is in the sale of trucks to the armies of the Allies. They are part of the *fighting equipment, the killing tools.* Their uses, and their only uses, are to haul instruments of death and to transport those who are sent out to kill and to be killed. War orders in trucks and war orders in munitions do not differ in their ultimate uses. "Neutral" American business is prostituting American brains and American workmen in its bloody lust for dollars.

CHAPTER XII

MR. SCHWAB'S SUBMARINE DEAL

When enthusiasts some few years ago predicted that the next war would be "the war in the air," it was regarded as a fascinating dream, a worthy subject for fiction, but never—or at least not for many decades—to be attained in reality. But hardly had the European conflict gotten under way, when the flying machine and the submarine demonstrated that they were not only not the toys of scientific experimenters, but very deadly weapons of offense and defense.

The destructive value of the submarine in warfare is tremendous. As the aeroplane caused the strategy of land fighting to change, so has the submarine changed sea fighting. The British fleet has vanished from public view and is lying somewhere concealed in the North Sea, not daring to venture forth in fear of the German submarine.

To Great Britain the advent of the submarine in war has been well-nigh disastrous. Dependent as she is on the importation of all her foodstuffs, the "Mistress of the Seven Seas" has seen her vessels sunk by the submarines until the cost of living has been almost doubled in England. This, combined with the terrific tax exactions, has crippled England more than any other one factor. The deadliest single weapon of modern warfare is the torpedo; it best accomplishes the destruction for which it is designed when fired from the submarine. In every sense of the word the submarine is an actual war vessel. It is absolute contraband. To furnish submarines is to supply arms, and is so unquestionably an unfriendly act to other belligerents that the manufacture and export of submarines to any of the belligerents is forbidden. Yet here again the lure of blood money has been too strong. Dollars and decency and self-respect have again come into conflict, and, as usual, dollars have won.

A little over a year ago the American newspapers carried prominently for several days stories to the effect that Charles M. Schwab, president of the Bethlehem Steel Company, who had made a flying trip to England (under an assumed name, which one New York newspaper referred to without any sense of humor as a *nom de guerre*) and was reported to have had in London several long conferences with Lord Kitchener, was going to build submarines for the British navy. This was a stunning violation of our alleged "neutrality." Submarines are war vessels and for any neutral nation to manufacture them for one belligerent to use against another belligerent could not even in the most Americanly elastic sense be construed as other than an act "deliberately unfriendly." Mr. Bryan, then Secretary of State, but who subsequently retired, was reported to have intimated that he would like to talk to Mr. Schwab. Mr. Schwab went to Washington. Almost immediately it was announced that Mr. Schwab was NOT going to build submarines for Great Britain. Nothing to the story at all. Mr. Schwab was too high-minded to be guilty of even a "technical violation of neutrality." Newspaper stories that special workmen had been brought to the Bethlehem plants, that these plants were as difficult to get into as the Dardanelles, that barbed wire entanglements—behind which, as the roaring furnaces lit the murky November nights, patrolled guards armed to the teeth—surrounded the hive-like, unsleeping works—these stories vanished from our well-informed press just as did the Schwab submarines.

Months went by. Mr. Schwab's works were as busy as the proverbial bee, but so quietly that the press paid no attention to them. Mr. Bryan left the Cabinet. Then, on July 4th, the Chicago *Herald* published the story that follows in part:

"Two flotillas of American-designed British submarines sailed from Quebec for England at 8:30 o'clock last Saturday morning, according to George B. David, president of the George B. David Company, Inc., of New York. Each flotilla consisted of five vessels, while a big auxiliary cruiser, acting as escort, accompanied the undersea craft on the voyage across the Atlantic.

"Mr. David, who was in Quebec Saturday morning, witnessed the departure of the submarines. They were commissioned last week, and each is manned by four officers and eighteen sailors, who were sent from England to take over the submarines and pilot them across the ocean.

" 'I was in Quebec Thursday, Friday and Saturday,' Mr. David said today, 'and at the Quebec Garrison Club I learned of the completion of the submarine and of the intention to start them for British waters. The boats were all designed in the United States, and most of the parts were manufactured in this country and then shipped to the naval yard between Montreal and Quebec, where a large force of skilled mechanics were employed to put the vessels together. None of the vessels had received a name when they sailed and the name of the convoying auxiliary cruiser was hidden under a strip of canvas.'

"The two flotillas are believed to be the first of the submarines for European service to be completed in Canada since the outbreak of the war. Others are being assembled, and in a few weeks, it is understood, another flotilla will be ready to start for England."

Some weeks later a New York newspaper, commenting on these submarines, said:

"The steel plates and bars and tubes and heavy oil Diesel engines were manufactured at Bethlehem and shipped to Montreal. There they were put together, the plates being shaped and the mechanism being installed. When the boats left they were fully equipped with torpedoes. Trained submarine crews brought from England were aboard them. Word of their successful crossing of the Atlantic has just reached here."

Mr. Schwab is a very able steel magnate with a remarkable power of silence only broken by words whose use is both adroit and skilful. But even through the maze of his year-old statement it may be seen, first, that he could not really manufacture submarines in Bethlehem, which has a sea coast much like Colorado's, and, second, that if you simply built a complete submarine and sent it to Canada in parts, where other people put it together and then put it into the water, these latter people are the fellows who manufacture the submarines and you, Mr. Schwab, have nothing whatever to do with it. Some remote, recondite and very old theory of philosophic thinking would sustain Mr. Schwab.

A dispatch to the Detroit *Free Press* says: "The American Shipbuilding Company, of Lorain, has contracted to build eighteen armored steel hulls for motor boats. The contract was let by a man who is thought by officers of the company to represent one of the warring European nations. These boats, it is believed, are to be used for warfare in the inland water and for submarine destroying."

But such a little contract seems really unimportant. Nothing of its kind

seems important after Schwab's fleet. It is a sad commentary, but how many millions would Schwab have to get to tell the truth? This "neutrality" verbal swindle becomes loathsome when we contemplate this fleet.

Field of death though Europe be and means of death though the aeroplane has become, the American aeroplane manufacturers have not hesitated to seize the opportunity to turn death into substantial luxury-purchasing American dollars. Figures as to the extent of the business are not available, but statistics, compiled by the Department of Commerce at the close of the fiscal year last June, show the following:

Aeroplanes exported in June, 1914, were valued at $27,000. In June, 1915, the exports were worth $422,000, almost twenty times last year's export. For the fiscal year ending June, 1914, the total value of exported American aeroplanes was $226,000; for that ending June, 1915, it was $1,541,000, a growth of nearly 700 per cent.

The business is still increasing. In the *Journal of Commerce* (New York) appears the following:

"Henry Woodhouse, a governor of the Aero Club of America, is authority for the statement that the Allies have made contracts with the Curtiss, Burgess and Thomas companies for weekly shipments of sixty hydroaeroplanes and military tractors.

"Previous consignments, Mr. Woodhouse said, exceeded 250 machines, which cost approximately $2,000,000. Contracts call for 300 more biplanes with extra motors and material for repairs.

"*To operate the air craft England, Russia and Italy have secured the services of nineteen of the most experienced aviators in the country.*

"England began to receive the first of this enormous consignment of aeroplanes about June 1st.

"It is practically impossible for an amateur sportsman to purchase any kind of a flying machine from the three firms named, as their entire output is sent abroad. England, which has 16,000 men at work turning out 100 machines a week, receives two-thirds of the aerial war craft and Russia and Italy divide the rest.

"For fighting purposes the 'pusher,' or aeroplane with propellers in the rear, is superior to the tractor, which has propellers in front. The 'pusher' gives the pilot a better chance to dip and dodge and is also better adapted for dropping bombs. The machines range in price from $7,500 to $12,000."

It is known that several aeroplane and hydroaeroplane manufacturers are offering special inducements in the shape of liberal pay to suitable American young men to learn the principles and practice of air piloting on condition that the youths consent to enlist in the Allied air service and risk their young lives in the battle clouds of France. How many have responded is not known, but apparently, from Mr. Woodhouse's statement, America has already contributed a number.

Nor have American manufacturers of motors for aeroplanes been neglected by the British Moloch. A dispatch to the New York *World* from Hartford, Conn., says:

"Frank H. Harriman, of South Glastonbury, who manufactures aeroplane motors and is now engaged on twenty motors of special type for the United States Government, was summoned to New York to confer with David A. Thomas, the Welsh coal magnate and special agent in the United States and Canada of the British Government.

"T. E. Spencer, the United States Inspector who is supervising the work being done for the United States at Harriman's factory, said that Harriman had received a telegram asking him whether he could supply 'an unlimited number' of aeroplane motors for the British Government, and that he understood Great Britain was planning an immense fleet of aeroplanes with which to scout for submarines off the British coast and thereby safeguard her merchant marine."

The roster is complete. Millions for death-carrying motor trucks. Millions for death-dealing aeroplanes. Millions for Schwab's submarines—there it is in one word, "millions!" This is a "neutral" country, indeed! Is there anything too sacred, too sincere, too earnest, too righteous, that it can withstand these "millions"? Is it true that American manufacturers will continue to be so blinded by their "millions" as to make killing easy, speedy, and sure? Former Secretary of State Philander C. Knox is credited with having invented the term "Dollar Diplomacy." Schwab and his kind are changing all that. Our American standard to-day is rapidly becoming "The Dollar Death."

CHAPTER XIII

THE WAY OUT

Little more need be said. Since this book was written, the newspapers have published occasionally dispatches from various parts of the country reporting the placing of additional war contracts ranging in values from two to thirty millions of dollars: The Delaware Steel & Ordnance Company, of Wilmington, Del., for instance, is reported by the Philadelphia *Inquirer* of December 27, 1915, to have been organized for munitions business and to be planning to employ 2,000 men for its works; the Midvale Steel & Ordnance Company of Philadelphia is reported by the Philadelphia *North American* of December 28, 1915, to have taken a contract to supply $30,000,000 worth of shells to the French Government. Part of this contract, amounting in value to $9,000,000, was sublet to the Baldwin Locomotive Works, which, it is calculated by the *North American,* brings the total value of munition business undertaken by this hitherto peaceful concern to more than $26,000,000, not taking into account royalties derived from contracts which it has sublet to other concerns. But unless contracts are for such huge sums as these, the newspapers pay little attention to them. Hundreds of small concerns scattered throughout the country are making arms and missiles in $100,000 and $200,000 lots. No figures are available as to the real extent of the business, nor can even an approximate estimate be ventured.

But this much is true. The estimated exports from the port of New York this year exceed *Five Billions* of dollars. In many lines, notably cotton, textiles, wool, wood and manufactured rubber, our exports have fallen off, in some a third, in others a half in value. Not only the excess of the exports of 1915 over those of 1914 is to be credited to war orders, but the deficiencies in staple lines have been supplied by the traffic in the tools of slaughter. Millions of dollars a day is being burned up by the Allies on all fronts and the bulk of this powder and shot is coming from America.

Behind protracted operations of reasonable men is to be found motives assayable by the test of logic. Impulse, snap judgment and pique are the

springs of hasty, brief activities, and the logic behind the war business is readily comprehensible. It is not especially difficult to make shrapnel, provided you have the proper machinery which is specialized in by several American manufacturers; women make as good operators as men, and command lower wages; the profits are big and the payments cash. If necessary, so exacting are the demands of Great Britain and her allies for shells and yet more shells, to prospective reliable munitions makers cash is advanced.

Not only are we forbidden by Great Britain to send food to Germany, we cannot sell her wooden spoons. Not only are cargoes of our petroleum prevented from reaching Sweden by Great Britain, but we may not deliver to Sweden the small oil cans commonly used in households. Not only is the sale of American sugar to Holland disastrously stinted, but likewise the sale of kitchenware. Manufacturers of wooden ware, of tin and iron ware, of kitchen utensils, who have hitherto sold their products abroad, find that Great Britain is perfectly willing to permit them to sell her shrapnel, but absolutely and successfully opposed to their selling their own products to the customers they have won by years of intelligent effort.

This is the crux of the whole situation—not taking into account the ethical principles involved. A great body of American manufacturers have been forced to divert their activities from their legitimate business to war business, from a trade that they have built up by years of effort to a purely temporary trade, from a reasonably sure and permanent traffic to one that will cease the moment peace in Europe dawns. *Great Britain has taken away from them a life work, a career, and offered them in exchange brief work, a job.* Let us no longer waste words on right and wrong, on neutrality, on the ethics of aiding one set of belligerents to the detriment of the others. Let us simply consider this fact—*what, when the war stops, is going to take the place of that* $2,000,000,000 *war business, especially that part of it that is altogether artificial?* How is the American manufacturer to recover the markets that Great Britain has arbitrarily closed to him? Where is the American merchant going to get off?

As has been said, behind protracted procedure usually lies reason, but behind this war business, with its causes and consequences as mentioned above, lies the absence of reason if it be continued. It is probable that American business men and the American people, with that optimism characteristic of all things American, have not looked to the future, have not realized that business lost with European customers will have to be won again. They have been thrown into a world crisis which has upset all conditions and rendered all traditions void. *But the time has come to face this future resolutely and with clear vision, to face the facts as they are and to take action upon them, using the tools and means at hand for the achievement of success.*

Great Britain, by her command of the seas, by her arrogant assumption of being the arbiter of the world's commerce, has seriously imperilled our peaceful foreign commerce. We have every right to trade with neutral European nations and sell them all of the goods they want, seek and are willing and able to pay for—all the cotton, all the foodstuffs, all the materials and articles they are able to buy. The limitation of cotton to Sweden, arbitrarily imposed by Great Britain, foodstuffs to Holland, arbitrarily imposed by Great Britain, wood to Norway, oil to Greece, arbitrarily imposed by Great Britain, must cease. The prevention of the import of grain and foodstuffs into Germany, over whose ports, as Secretary Lansing has said, no actual blockade exists, in American bottoms—so far successfully achieved by Great Britain—must

cease. *Disrespect of the American flag by Great Britain, contempt of American sovereignty by Great Britain must cease.* American goods and American commerce must not be deprived of their integral rights and privileges—as has been done by Great Britain. The free right of American merchants to the use of the seas and the exercise of their legitimate commercial functions with any and all of the nations of the earth, irrespective of private quarrels and national disagreements, must be determinedly asserted and resolutely maintained.

It is easy to do this. Were Great Britain and her allies *brought to a realization of the fact that they could not carry on their war against the Central Powers without the aid of American munitions, and were they made to realize that the supply would be cut off unless these ruinous restrictions upon seaborne American commerce were instantly and completely removed*—then cotton interests, woolen interests, rubber interests, food interests and the thousand and one enterprises that have been brought face to face with ruin by Great Britain, would once more come into their own, *American dignity would be upheld and American neutrality made less of a byword.*

"You cannot fool all of the people all of the time." That great American, Lincoln, who knew the falsity of Great Britain's profession of friendship in the "War Between the States," would wonder to-day at the blind subservience of the American people. Now is the time for action. We can *compel* recognition of our rights.

Will we do it?

Are we weak, cowardly, afraid to assert our own rights, afraid to stand up for our own indubitable privileges? Have we become academic cowards, eloquent poltroons, wordy, inefficient weaklings?

If not, let us act—act at once, firmly, unitedly, with clear purpose. To-day is the hour. To-morrow will be the minute too late. To Great Britain let it be said: *"Hands off our legitimate commerce, or no powder and shot."* Can any reasonable man doubt the justice of this course of action—or the outcome?

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